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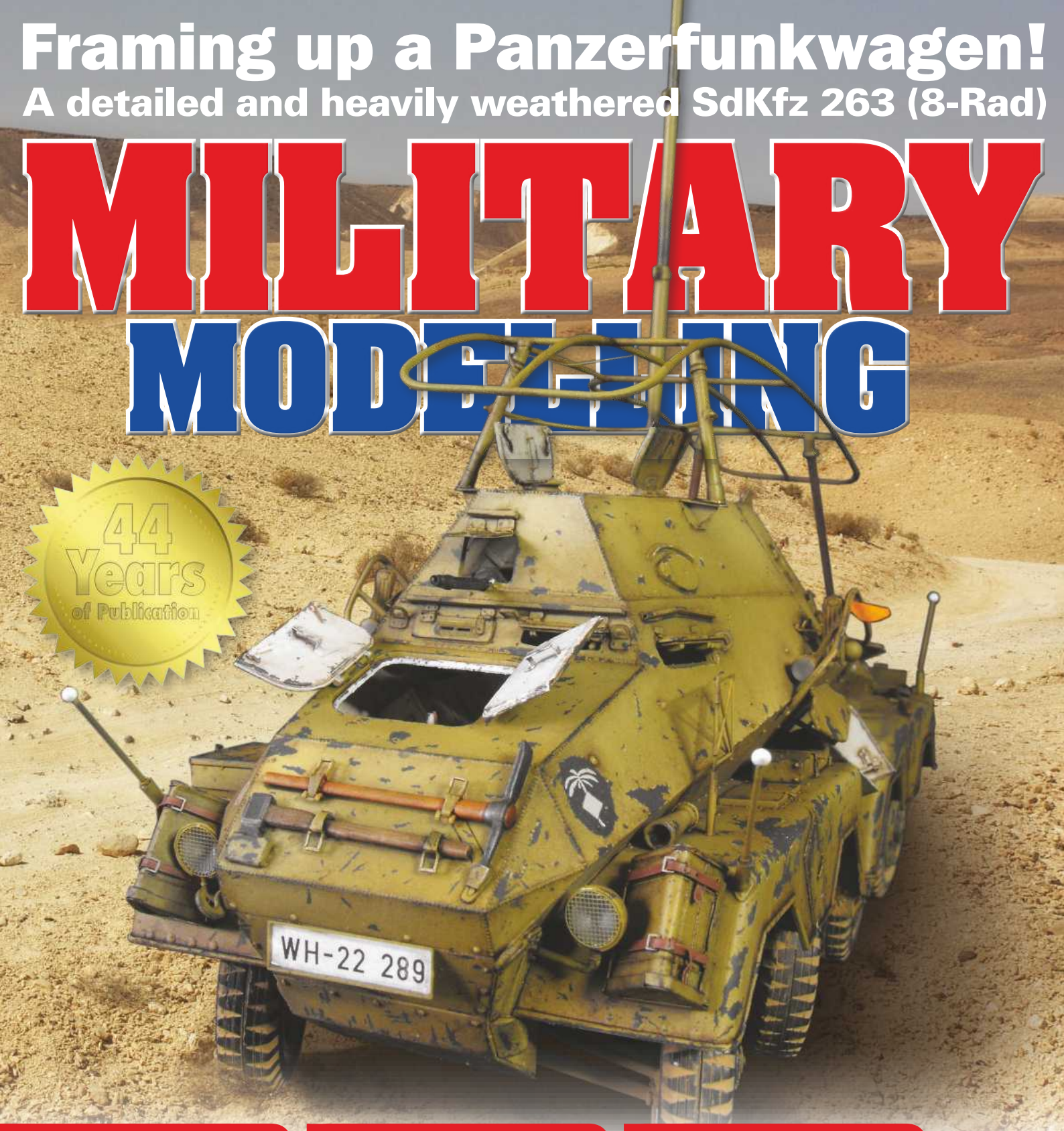

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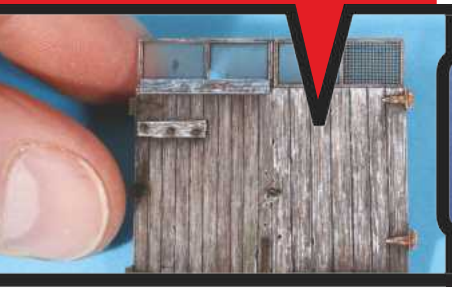

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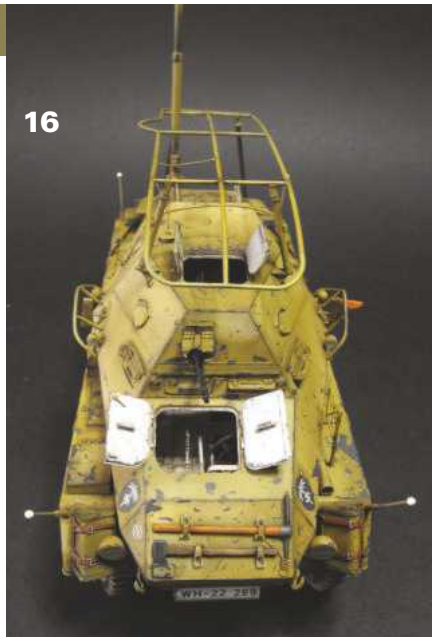

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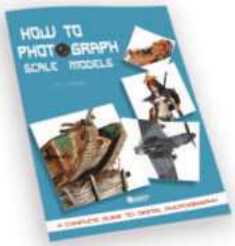

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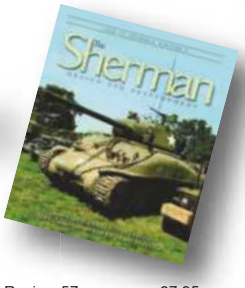

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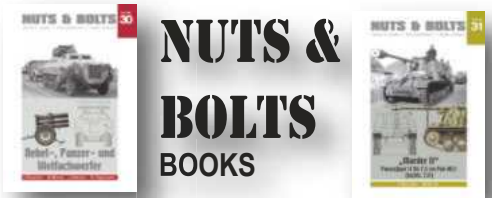

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HH/2 5 different character heads

HH/3 5 heads, close cropped hair

HH/4 5 different heads, WW2 haircuts

HH/5 5 different African bald heads

HH/6 5 different European bald heads

HH/7 5 different east Asian bald heads

HH/8 5 different middle aged euro heads

HH/9 5 different heads, sleeping

HH/10 5 different female heads - no hair!

HH/11 5 different heads laughing, joking

HH/12 5 different bareheads, neutral expression

HH/13 5 different youthful heads WW2 hair

HH/14 5 different heads, snarling, gasping

HH/15 5 heads, smoking (add own ciggies)

HH/16 5 more European bald heads

HH/17 5 different heads eating, drinking

HH/18 5Different with Necks turned sideways

HH/19 5 Different Bare Heads looking up

HH/20 5 different bare heads looking down/reading

HH/21 5 heads gaunt/battleweary (European faces)

HH22 5 more heads with WW2 style haircuts

HH23 1/35th Heads Bandaged

HH24 5 more bald heads with European features

HH25 5 Bald European Heads

HH26 1/35th Bald heads Defeated faces

HH27 5 bald heads with triumphant, exulting faces

HH28 headset, bare heads with hooked noses

HH29 5 Bareheads with one eye closed, sighting

HH30 Bareheads, anxious or frightened expressions

HH31 1/35th Heads - 2 old men, 2 youths, 1 boy

HH32 1/35th 5 Bare heads with emaciated features

HH/33 Bare heads with ultra short haircuts

HH/34 5 heads with aquiline features

HBH/1 5 heads, Brit. (1 Polish) assorted

HBH/2 5 heads, Brit. soft headgear

HBH/3 5 heads, Brit. steel helmets

HBH/4 5 heads, Brit. WW2 tank beret

HBH/5 5 heads, Brit. rimless AFV/para helmet

HBH/6 5 heads, Brit. WW1 steel helmet

HBH/7 5 heads, Brit. Mk III steel helmet

HBH/8 5 heads wearing British sailor cap, 1930

HBH/9 5 heads, Commando style stocking caps

HBH/10 5 heads, British officer's type peaked cap

HBH/11 4 heads, modern UK tank crew, 2 jigs

HBH/12 5 heads in British WW2 helmets

HBH/13 5 heads wearing British WW1 field caps

HBH14 heads with British WW2 and post War berets

HBH15 1/35th 5 British WW2 sidecaps

HH/35 More bare heads with Caucasian features

HGH/10 5 heads, Ger. WW2 mountain caps

HGH/11 5 heads, Ger. Off. formal peak caps

HGH/12 5 heads, Ger. WW2 winter caps

HGH/13 5 heads, Ger. winter caps with visors

HGH/14 5 heads, SS utility camo caps

HGH/15 5 heads, DAK or SS 2nd camo cap

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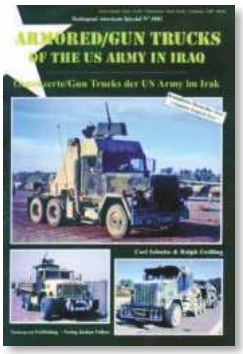

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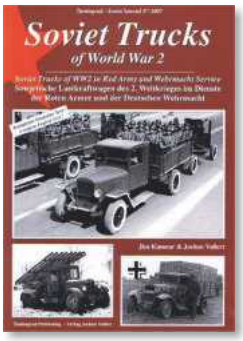

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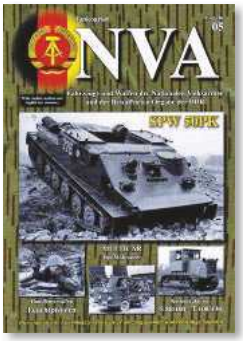

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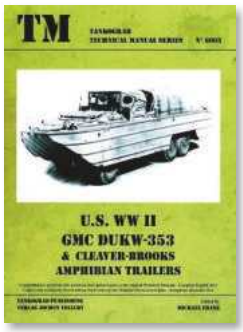

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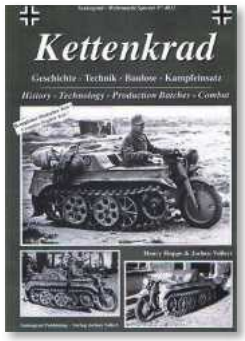

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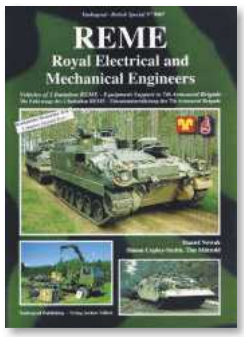

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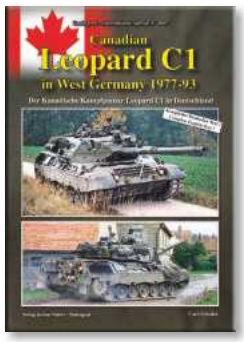

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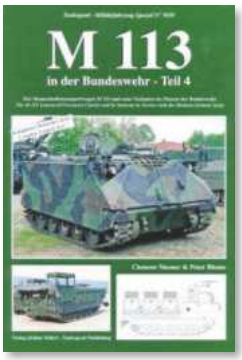

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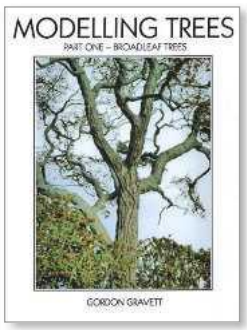

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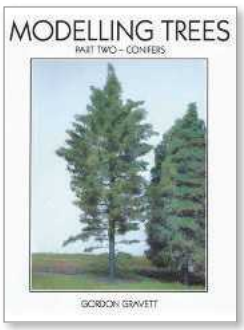

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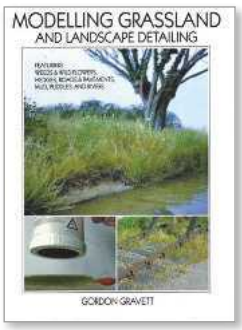

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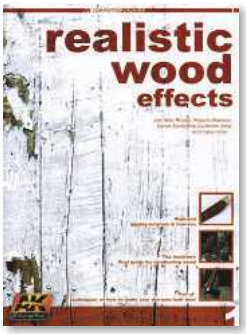

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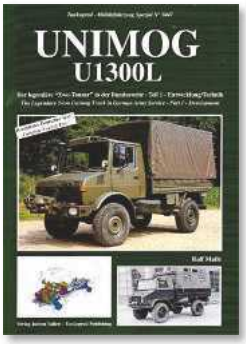

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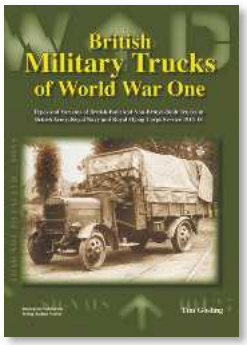

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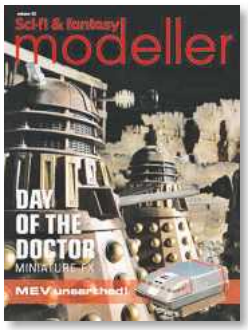

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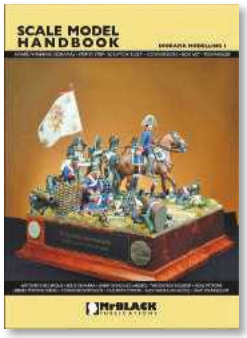

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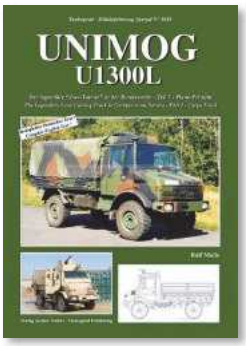

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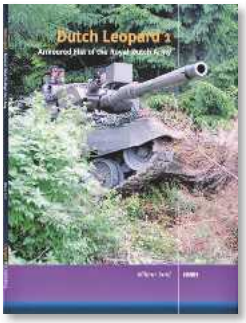

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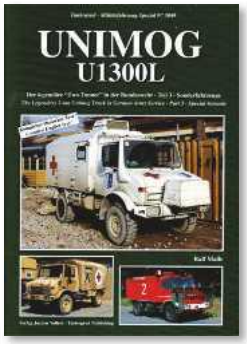

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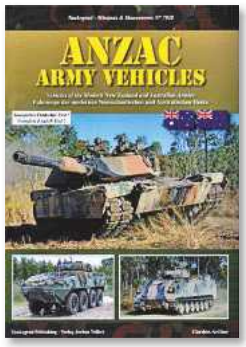

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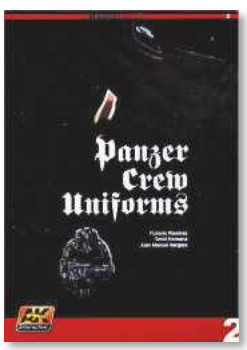

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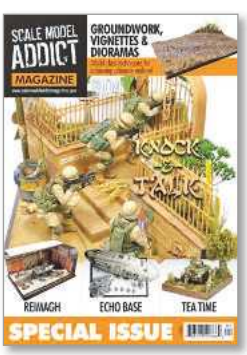

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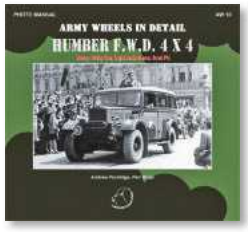

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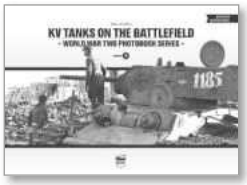

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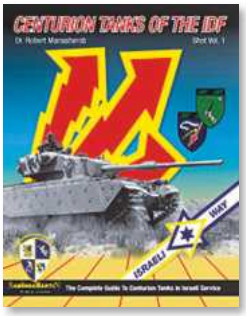
This second volume in the Lioness and Lion of the Line series covers the M50 and M51 Sherman tanks in service with the Israeli Defence Forces. Authored by Dr. Robert Manasherob, a world recognized expert on Israeli military vehicles, this volume contains detailed descriptions of the design, developments, combat, operations and history.80 pages in black and white and colour, More than 180 photos, Dozens of unique and previously unpublished photos, In-action photos, Walk-around photos,1/35 scale line drawings, Newly discovered, unique markings, Detailed colour profiles, Never before seen tactical markings. ***£29.99***

Lioness & Lion of the Line Volume 10
This tenth volume in the Lioness and Lion of the Line series covers the IDF Sherman tanks in service with the Israeli Defence Forces. Authored by Dr. Robert Manasherob, a world recognized expert on Israeli military vehicles, this volume contains detailed descriptions of the combat, operations and history of M51 Sherman tanks during the Six Day War.80 pages in black and white and colour, More than 175 photos, Dozens of unique and previously unpublished photos, In-action photos, Walk-around photos,1/35 scale line drawings, Newly discovered, unique markings, Detailed colour profiles, Never before seen tactical markings. ***£29.99***

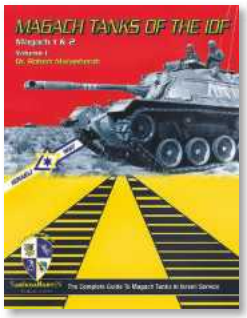
Lion & Lioness of the Line Early IDF Sherman Tanks - Volume 6
This sixth volume in the Lion & Lioness of the Line series covers the early Sherman tanks in service with the Israeli Defence Force. Authored by Dr. Robert Manasherob, a world recognized expert on Israeli military vehicles, this volume contains detailed descriptions of the design, developments, combat, operations and history.80 pages - including 37 in full colour, More than 250 black and white and colour photos, Dozens of unique and previously unpublished photos, Combat photos, In-action photos, Walk-around photos,1/35 scale line drawings, Newly discovered, unique makings, Detailed colour profiles, Never before seen tactical markings. ***£29.99***

Lioness & Lion of the Line Volume 12 - M1 Sherman
This twelfth volume in the Lioness and Lion of the Line series covers the IDF Sherman tanks in service with the Israeli Defence Forces. Authored by Dr. Robert Manasherob, a world recognized expert on Israeli military vehicles, this volume contains detailed descriptions of the combat, operations and history of M1 Sherman tanks during the Sinai War, and the late 1950s.80 pages in black and white and colour, More than 240 photos, Dozens of unique and previously unpublished photos, In-action photos, Walk-around photos, 1/35 scale line drawings, Newly discovered, unique markings, Detailed colour profiles. Never before seen tactical markings. ***£29.99***

Lion & Lioness of the Line The First IDF Sherman Tanks - Volume 5
This fifth volume in the Lion & Lioness of the Line series covers the first Sherman tanks in service with the Israeli Defence Force. This volume covers the covert acquisition and history of Meir, Tamar, Rut II and Ada. Authored by Dr. Robert Manasherob, a world recognized expert on Israeli military vehicles, this volume contains detailed descriptions of the design, developments, combat, operations and history.80 pages - including 30 in full colour, More than 300 black and white and colour photos, Dozens of unique and previously unpublished photos, Combat photos, In-action photos, Walk-around photos,1/35 scale line drawings, Newly discovered, unique makings, Detailed colour profiles, Tactical markings. ***£29.99***



Centurion Tanks of the IDF Shot Volume 1
This is the first volume in a new series on the Israeli Defence Force's Centurion tank and its derivatives. This book describes in detail the operation and history of the IDF Centurion – Shot tanks.80 pages - including 22 in full colour, More than 250 black and white and colour photos, Dozens of unique and previously unpublished photos, Crew photos, Parade photos, In-action photos, Walk-around photos,1/35 scale line drawings, Schematic drawings, Newly discovered, unique markings, Tactical markings, Detailed colour profiles. ***£29.99***



Magach Tanks of the IDF Magach 1 & 2
This is the first volume in a new series on the Israeli Defence Force's Magach tank and its derivatives. This book describes in detail the operation and history of the IDF early M48A1 and M48A2C Magach tanks. 80 pages - including 21 in full colour, More than 170 black and white and colour photos, Dozens of unique and previously unpublished photos, Crew photos, Parade photos, In-action photos, Walk-around photos, 1/35 scale line drawings, Newly discovered, unique markings, Tactical markings, Detailed colour profiles. ***£29.99***

Half Tracks of the IDF Volume 1
This first volume in the Israeli Half Track series covers the first half tracks in service with the Israeli Defence Force. Authored by Dr. Robert Manasherob, a world recognized expert on Israeli military vehicles, this volume contains detailed descriptions of the design, developments, combat, operations and history. 80 pages - including 38 in full colour, More than 300 black and white and colour photos, Dozens of unique and previously unpublished photos, Combat photos, In-action photo, Walk-around photos,1/35 scale line drawings, Newly discovered, unique makings, Detailed colour profiles, Never before seen tactical markings. ***£29.99***

LIONESS & LION OF THE LINE
Volume 14
M1 Super Sherman
Dr. Robert Manasherob
ISRAELI WAY
The Complete Guide to the Israeli Sherman Tanks

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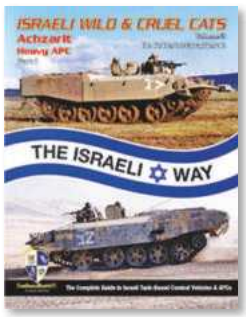
All new material! This volume is not a reprint of the original Wild & Cruel Cats This is the first volume in the Israeli Wild and Cruel Cats series which covers the tank-based combat vehicles and armoured personnel carriers in service with the Israeli Defence Force. Authored by Dr. Robert Manasherob, a world recognized expert on Israeli military vehicles. This volume contains detailed descriptions of the design, developments, combat, operations and history of PUMA combat engineering vehicles.80 pages in full colour, More than 140 colour photos, Dozens of unique and previously unpublished photos, Combat photos, In-action photos, Walk-around photos,1/35 scale line drawings, Newly discovered, unique makings, Detailed colour profiles, Never before seen tactical markings. ***£29.99***



Israeli Wild & Cruel Cats Volume 3 - Achzarit Heavy APC
This is the third volume in the Israeli Wild and Cruel Cats series which covers the tank-based combat vehicles and armoured personnel carriers in service with the Israeli Defence Force. Authored by Dr. Robert Manasherob, a world recognized expert on Israeli military vehicles. This volume contains detailed descriptions of the design, developments, combat, operations and history of Achzarit heavy armoured personnel carriers. 80 pages in black and white, and in full colour. More than 150 photos, dozens of unique and previously unpublished photos, combat photos, in-action photos, walk-around photos. Unit marking illustrations, 1/35 scale line drawings. Detailed colour profiles. ***£29.99***

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This is the first volume in a new series on the T-62 tank and its derivatives in Israeli-Arab wars. Authored by Robert Manasherob, a world recognized expert on Israeli military vehicles, this volume contains detailed descriptions of the design, developments, combat, operations and history of the T-62 in Israeli-Arab wars.80 pages - including 40 in full colour, More than 300 black and white and colon photos, Dozens of unique and previously unpublished photos, Combat photos, In-action photos, Walk-around photos,1/35 scale line drawings, Newly discovered, unique makings, Detailed colour profiles, Tactical markings. ***£29.99***

Lioness & Lion of the Line

Volume 14 - M1 Super Sherman

This fourteenth volume in the ***Lioness and Lion of the Line Series*** covers the IDF Sherman tanks in service with the Israeli Defense Forces.

Authored by Dr. Robert Manasherob, a world recognized expert on Israeli military vehicles, this volume contains detailed descriptions of the combat, operations and history of M1 Super Sherman tanks during the Sinai War, and the late 1950s.

80 pages in full color, more than 160 color photos, dozens of unique and previously unpublished photos, combat photos, in-action photos, walk-around photos, 1/35 scale line drawings, newly discovered, unique makings, detailed color profiles.

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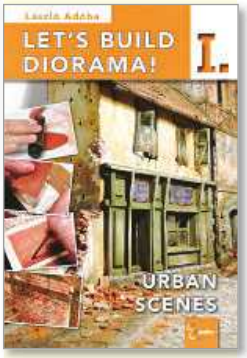

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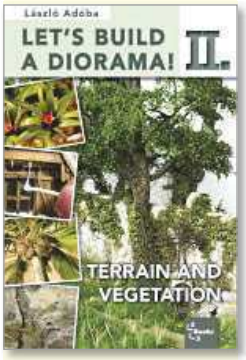

LET'S BUILD A DIORAMA! 2
This book presents ways to create spectacular dioramas out of everyday materials, household waste or real plants. The methods are simple, the tools and materials used here can be found in ordinary craft and hobby stores and DIY stores, and they are quite cheap too, so experimenting with them cannot be a problem. More than 300 photos illustrate the different stages of the progression.
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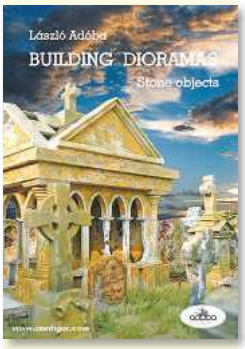

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Would secretaries of clubs and societies please allow a three-month lead time for time-sensitive notices. Please note: under no circumstances will copy be accepted by telephone. All notices must be in writing, by letter or e-mail.

Please send all copy for 'Notice Board' direct to the Editor at the address listed under 'Editorial' on the contents page.

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WHERE TO VISIT • WHERE TO STAY • HOW TO GET THERE

The Normandy Landing Beaches Today

Published by MyTimeMedia Ltd., this new one-off 'special' is aimed primarily at those who are thinking of making their first visit to the beautiful beaches of Normandy, and the sites of the D-Day Landings. The remains of the Atlantic Wall defences, plus museums filled with interesting artefacts, make for fascinating viewing. The title even suggests some other places to visit in the UK where you can see additional material associated with the events of the summer of 1944.

In the 70-years that have gone by, many of the towns and villages have since been rebuilt, but there is still so much left to see. Using this guide will enable the visitor to fully explore this historic region and also be able to combine a great holiday that includes good food, beautiful countryside and some wonderful sandy beaches.

The title is priced at £6.99 and is on sale at WHSmith High Street branches, Easons and independent newsagents.

BMSS Annual Show

On Saturday 26th April the editor spent an enjoyable day at the British Model Soldier Society's Annual Show at the Holiday Inn Hotel in Coram Street, London. It was good to meet up with a lot of familiar faces from the figure world, modellers as well as traders. I also managed to recruit some new figure contributors to the magazine as well – so lookout for some fantastic figure creations in future issues! Meantime, here's just a small selection of the superb models on display that were entered in the competition classes.

Figure World 2014

This show takes place on Saturday 19th July at The Great Hall, Oundle School, Oundle PE8 4GH and is 'the' event for figure modellers. It celebrates, showcases and develops the art of model figure painting and sculpting. It caters for all figure modellers whatever genre, scale or era they are interested in. From 28mm to 500mm, from dwarves to space marines, from Celtic warriors to WW2 soldiers; Figure World brings together the many elements of figure modelling and offers something for all. Doors open 10am – 4pm. Light refreshments will be available in the venue and for something more substantial there are a good range of eateries in the town of Oundle, only a few minutes' walk from the venue.

If you are a figure modeller, then don't miss out on the only event in the UK that has been put on to meet your specific needs. For more information: **https://www.facebook.com/FigureworldModelShow**

Croydon Collectables

An Aviation and Military Model Collectors Fair will be held on Sunday 4th January 2015 at the Hallmark Hotel, Purley Way, Croydon, Surrey CR9 4LT. In addition to books for aviation and military enthusiasts the fair will also feature aviation and airline collectables plus plastic kits. Doors open at 10:30am and entry is £3 for adults, children under 12 free. Free car parking will be available. For directions to the venue please visit **www.hallmarkhotels.co.uk/our_hotels/croydon/location/**

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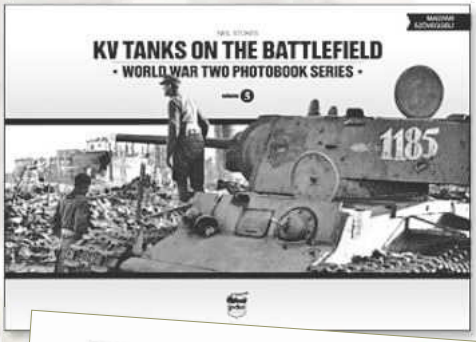


LEFT & ABOVE: Belgian modeller Wouter Vrints completed this excellent example of the American Abrams MBT in a blog on our forum.

RIGHT: One of those models Robin built as something a 'bit different' is this 1:4 scale instrument panel for a Me Bf110, a kit produced by Eduard.

BELOW: We ran a photo feature on this build of the 1:24 scale FV432 by Kit Form Services, built by regular site member Glyn Spur.

www.militarymodelling.com

News from the Military Modelling website and forum

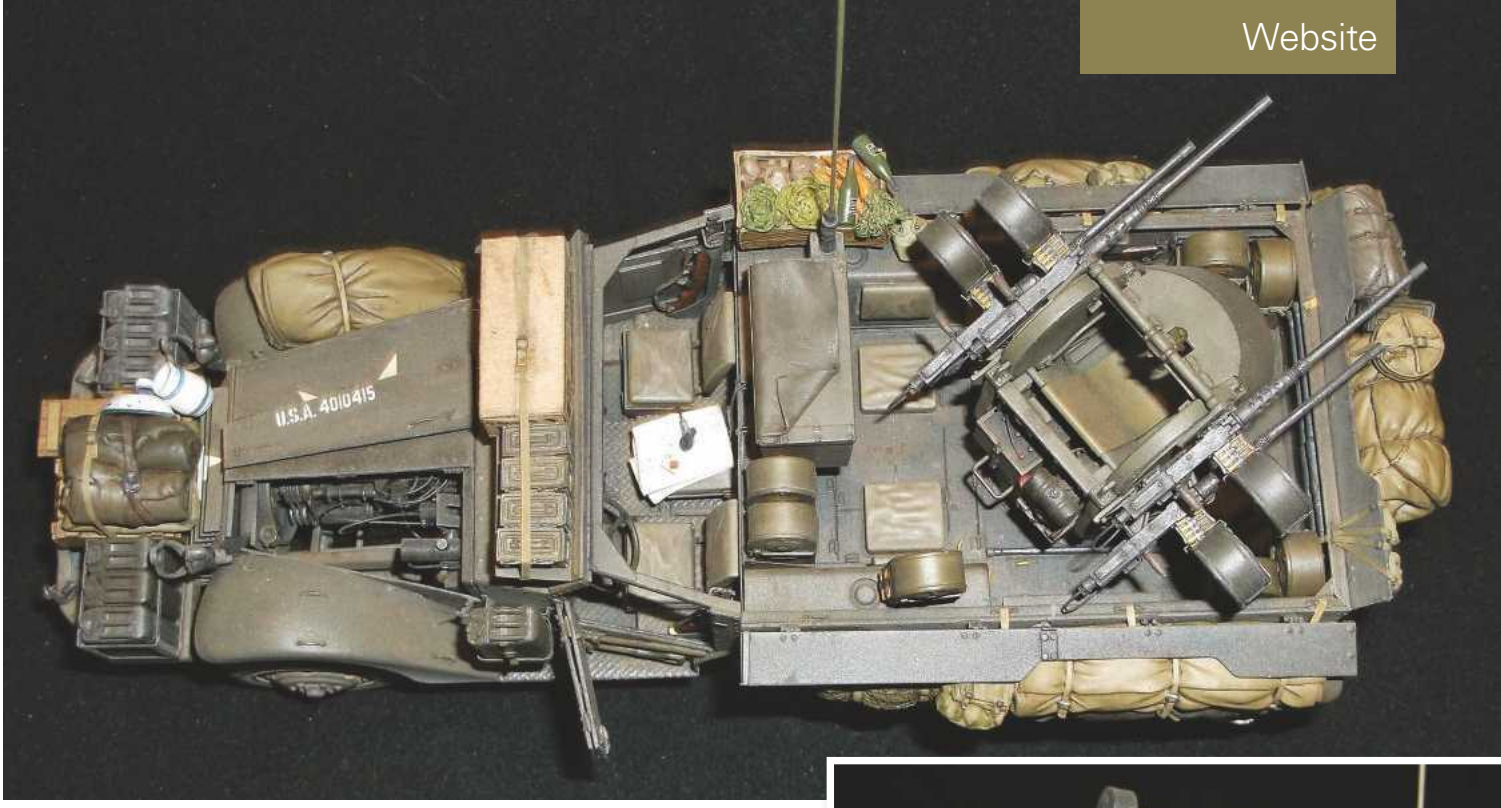
If you would like to submit an item for the website email **Robin Buckland** at **robin.buckland@mytimemedia.com** or come and join our online presence at **militarymodelling.com** the world of military modelling at your fingertips

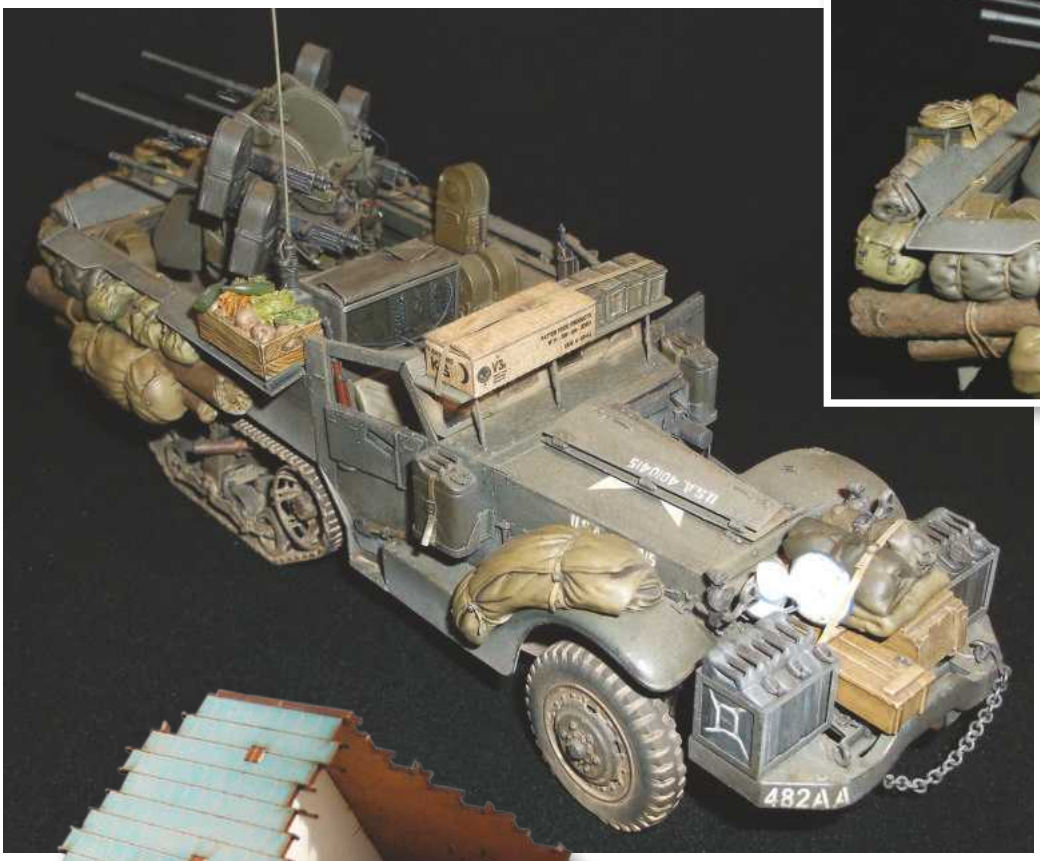
Like the magazine, our website forum has a membership from all around the world. We are now into our D-Day Group Build, a topic remembering the 70th Anniversary of the event this year, and with a variety of different subjects already underway. This runs until the end of June, so if you fancy the idea of joining in, come and join us online.

One of the other benefits for our subscribers, is that we are now having a regular monthly prize competition, easy to enter online for subscribers who are members of our website. Different prizes each month, so do take an opportunity to have a look.

There is always plenty going on with our busy forum, and a great variety of builds, with aircraft and ships as well as armour kits and dioramas in all scales, along with painting busts, full figures and even those having a go at sculpting their own figures from scratch. Lots of hints, tips and encouragement to help along the way from a friendly group of modellers to offer support when needed. We have modellers from all around the world joining in and sharing in the enjoyment of our hobby.

Robin Buckland MM

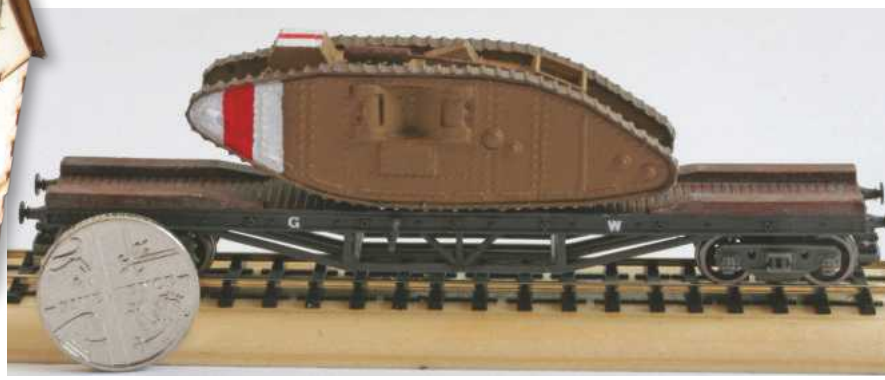




ABOVE: An excellent build that member Frankie P has been running on the forum for the last few months, this is the completed build of his 1:35 scale M16 half-track. His next step is to place it in a diorama.

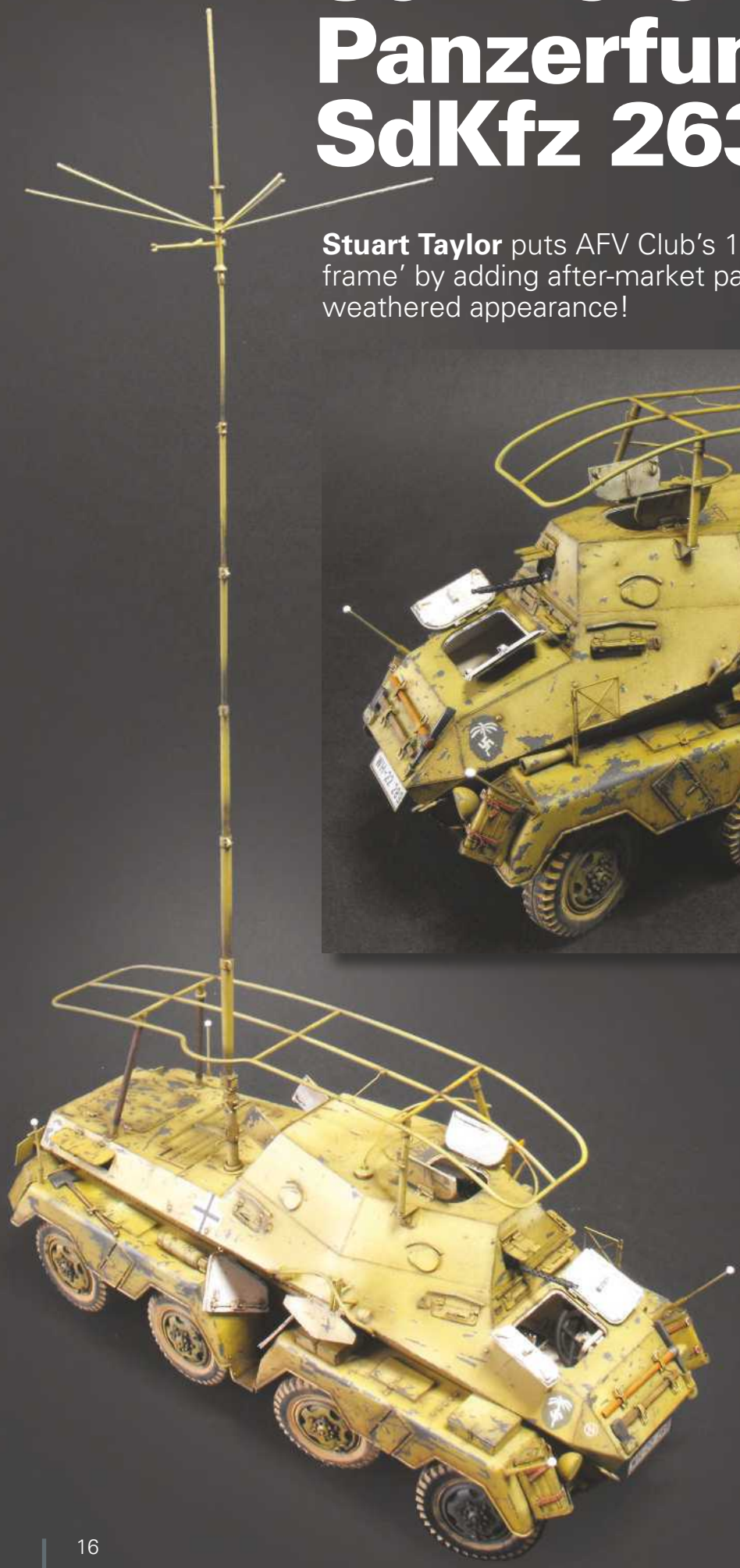
BELOW LEFT: One for the wargamers, another that Robin built recently, the 20mm scale pair of Damaged Cottages from the Plastic Soldier Company, produced for them by 4Ground Models.

BELOW: One of the contributions modeller Michael Shillabeer made to our WW1 Group Build was this small 1:144 model on a WW1 Mk.IV Female tank, loaded onto a rail wagon for transport, and the small 5p coin gives a great perspective on the size of this super little model.



Schwerer Panzerfunkwagen SdKfz 263 (8-Rad)

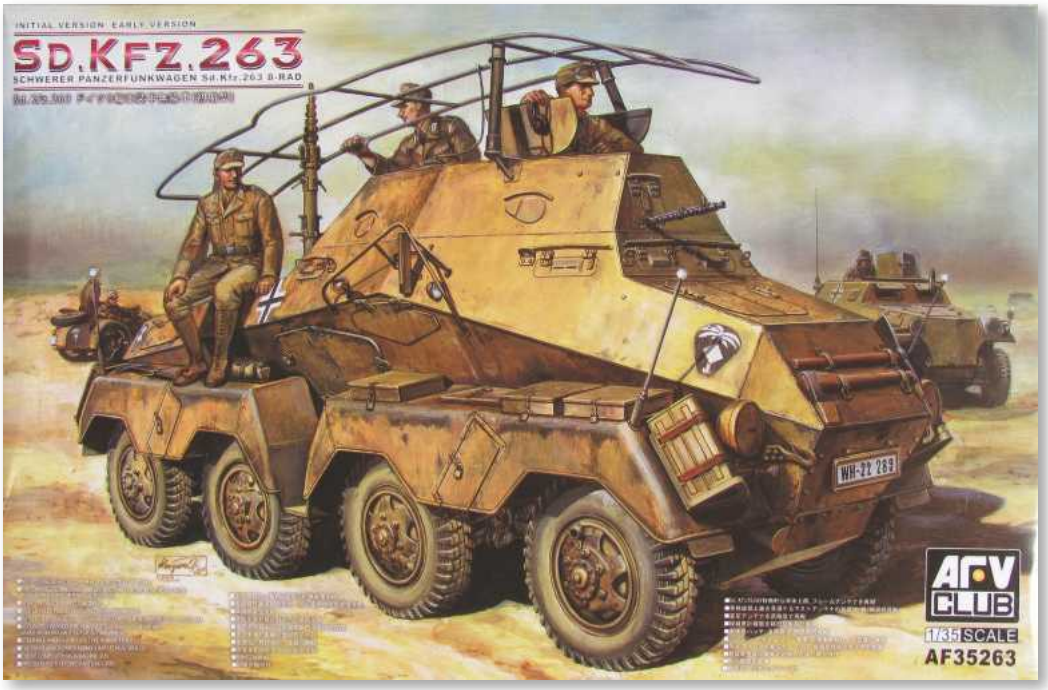
Stuart Taylor puts AFV Club's 1:35 scale kit 'in the frame' by adding after-market parts and giving it a heavily weathered appearance!



The *SdKfz 263* was an 8x8 all-wheeled armoured car built by Bussing-NAG, originally given the catchy tag of *Schwerer Einheits Gelandegangiger Wehrmachts Lastkraftwagen*, or "The Heavy Standard Cross-Country Military Truck". Whilst the angular profile of the vehicle afforded some deflection of blasts and artillery, it was expensive to make, costing upwards of 52,000Rm – half of the cost of a Panther tank! If you'd like to read more about this vehicle, a full review of the kit was featured in ***MM*** Vol.43 No.11.

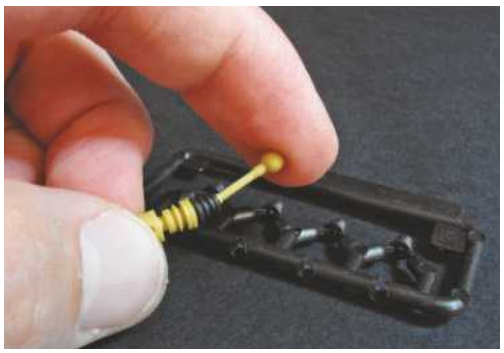
Lots of wheels!

Building commences with assembly of the highly detailed chassis, axles and suspension. One minor omission is the 180hp V-8 Bussing-NAG engine and radiator, though unless the rear engine hatch is positioned open, this will not be noticeable. A really nice feature is the DS styrene CV joints which, combined with the fully articulated suspension arms, permits individual positioning of all eight roadwheels. Each pair of wheels mounts to their



Box top illustration for the AFV Club SdKfz 263 kit.

own axle, built up as two separate sub-assemblies (of four wheels). It is important to ensure these are all level if you are intending to display on a flat base, likewise if you are choosing to display on an uneven base. As for fitment issues, I did have particular trouble with the main steering rod that runs the length of the chassis (Part B41) and links that pair with axles (part A14). In the end, these had to be removed completely from the kit as it impaired fitment of the armoured hull skirts (parts B6 & B19). You are directed to attach the roadwheels at this stage, though I prefer to leave them off until the end of the build to make assembly and painting easier.



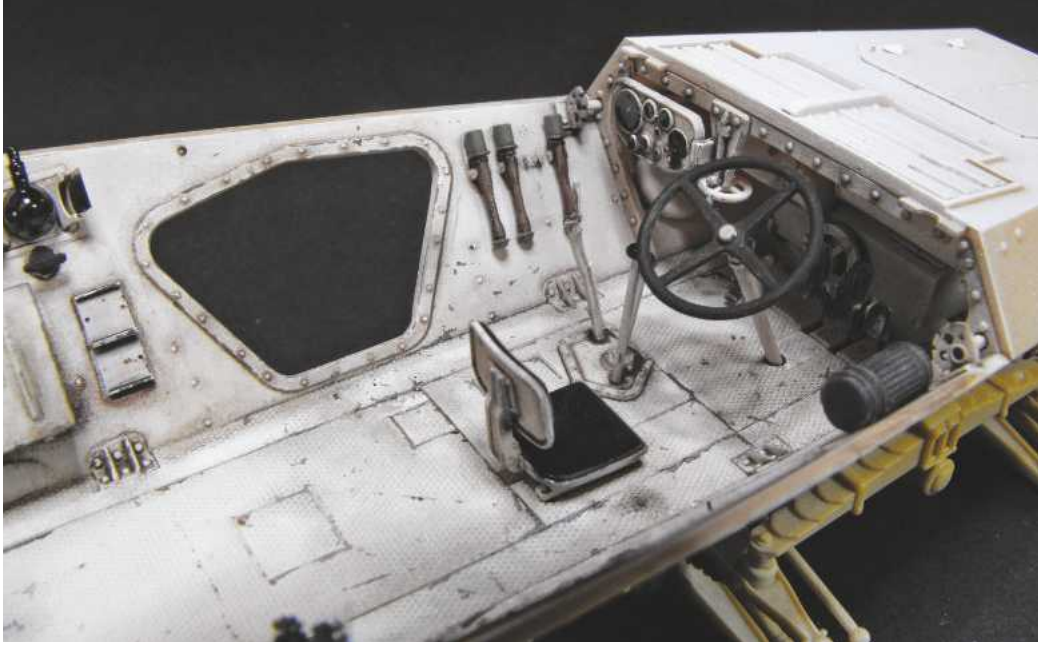
ABOVE: DS styrene CV boots and stub axles. The real thing had a vertical travel of around 11", probably not far off what is possible with the kit parts.

The part-completed chassis including swing lever suspension arms and axles. You can see that the eight wheels are split into two bogie pairs of four wheels.

ABOVE: Each bogie pair was sprung on a single inverted, semi-elliptical, seven-leaf spring. The entire system was under immense pressure and required frequent maintenance checks.

Delicate steering parts were glued using Tamiya Extra Thin cement to achieve a strong, clean bond. Note the long steering rod that had to be removed.

Upper hull sections were prepared whilst the interior was painted and weathered. This included removing moulded-on plastic detail ready for the photo-etched replacements.



The rear driving station had an awful view from the hatches, so the width indicators were especially useful on this vehicle.

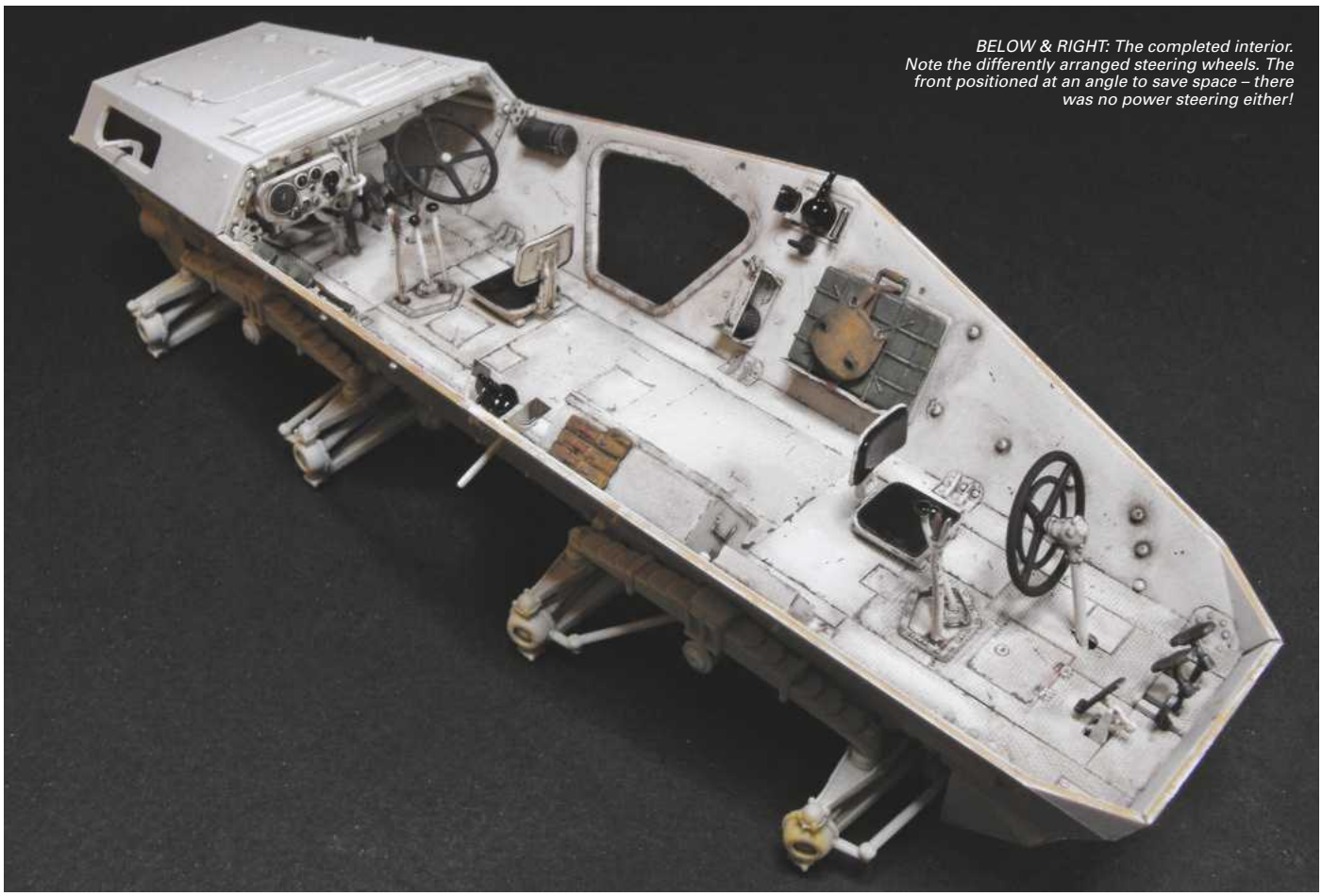
"The hull is the area that has received the most attention."

Interior

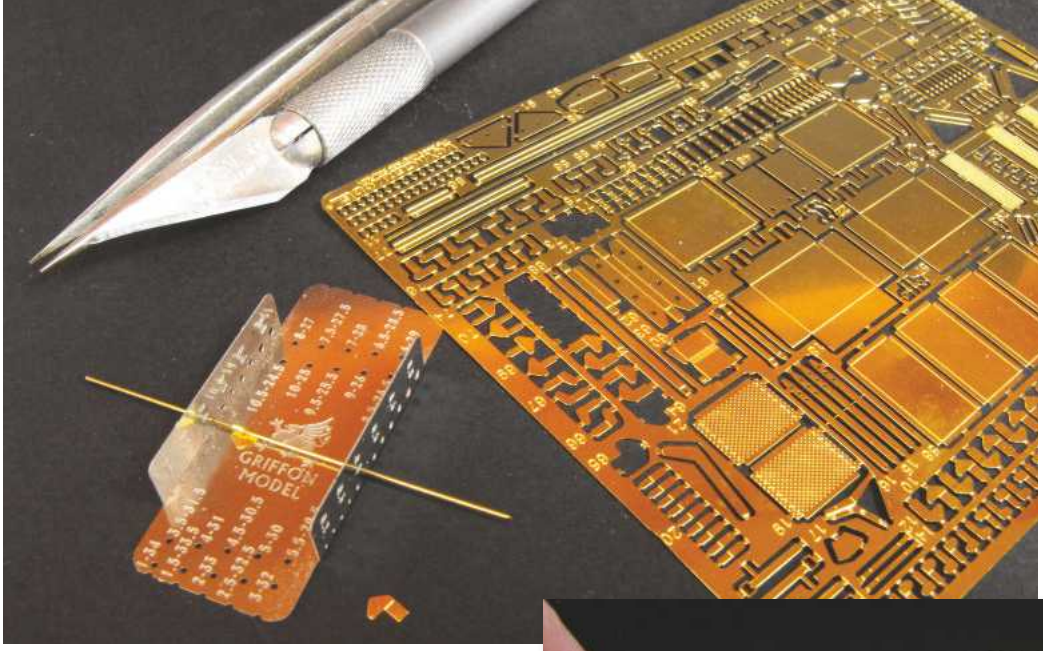
I part-built the lower hull before attaching it to the completed chassis to make fitting of the internals much easier, this also avoids damage to the delicate suspension whilst handling. It may be a basic point, but is worth pointing out that if you are going to show any of the hatches open, you will need to build, paint and weather in the interior before attaching the upper hull. I have added stowage bins, hand grenades and ammunition stowage for the MG34 to add visual interest, though sadly I could not find the *Funksprechgerat fur Panzer Funktrupp 'b'* radio set in plastic form. Pleasingly, a lot of the interior will be visible with all of the hatches open, so this is crying out for a full interior set that will no doubt follow in some form. The interior was painted flat white and chips were added with a small 5/0 brush in 'high traffic' areas. Oil washes of Lamp Black and Burnt Sienna were applied to define raised detail such as the diamond pattern cabin floor. The interior was masked from the inside before the two halves of the hull were glued together. Don't forget to remove any excess paint from the gluing surfaces as this will affect the strength of the bond.

How many hinges?

The hull is the area that has received the most attention. The Voyager early version upgrade set is very comprehensive, including resin parts and working hinges for every hatch (more on that later!).



BELOW & RIGHT: The completed interior. Note the differently arranged steering wheels. The front positioned at an angle to save space – there was no power steering either!

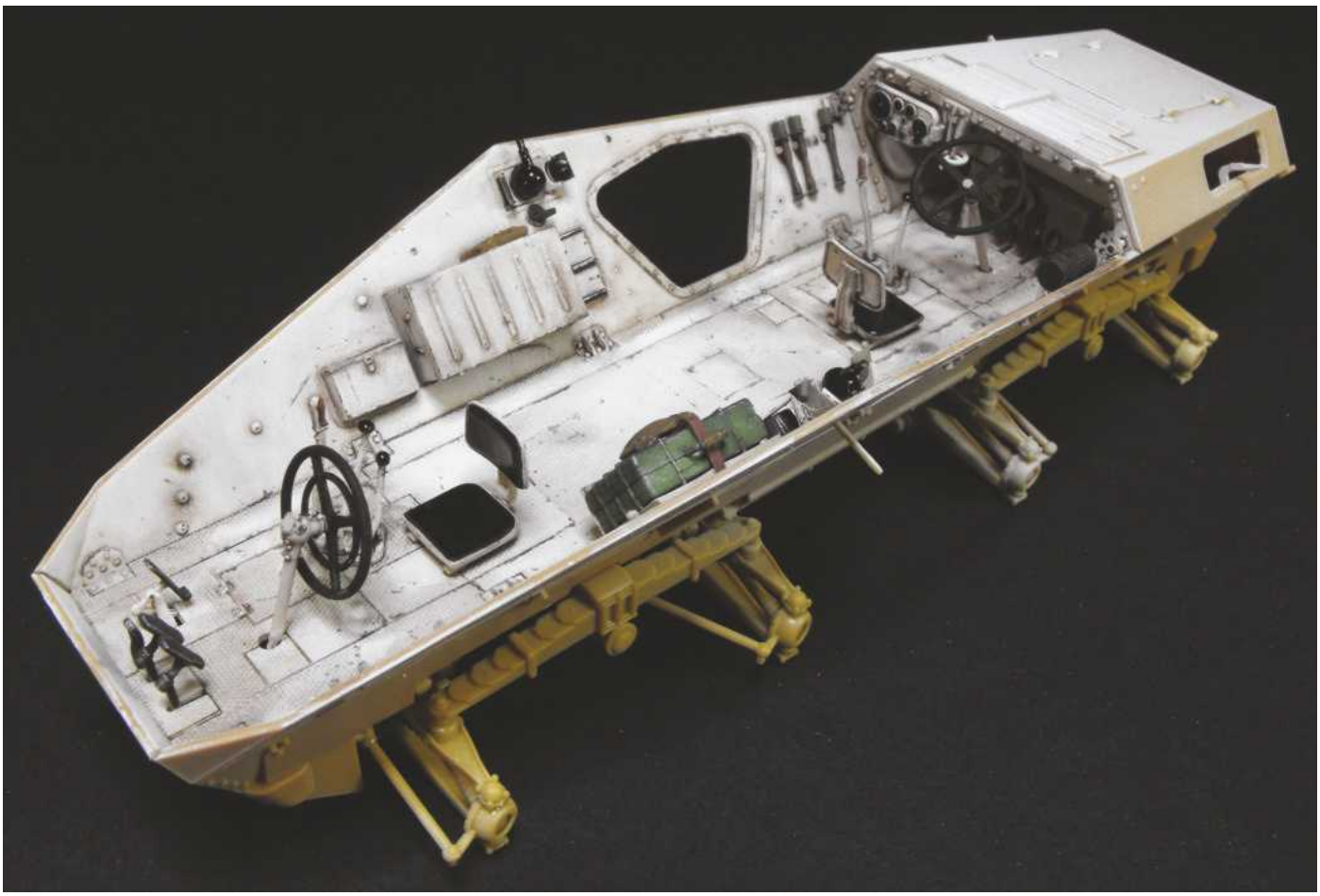


LEFT: Griffon Model produces a simple hinge forming template to ease those photo-etched blues!

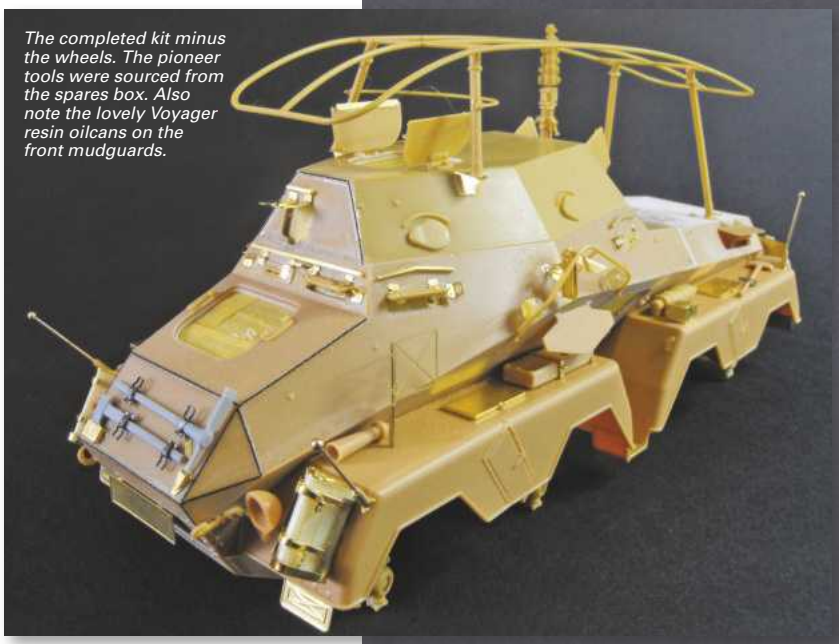
BELOW: All hatches were masked from the inside using Tamiya 6mm Masking Tape. Note the extension system for the star antenna near the rear driver's position.

Some of the weld seams along the edges of the hull were a little weak in my opinion, and I was worried that they would not show through very well once painted. I removed the moulded on seams and applied Archer surface weld line decals cut to length and applied just as you would any decal. Be warned though, they are quite brittle once applied and liable to break off if knocked. A thin coat of Tamiya Extra Thin cement helps to bond them to the plastic.

When you introduce an upgrade set into the build, you then have two sets of instructions to follow. It is very important to plan out which panels or parts are going to receive a photo-etched part, as some will require clean-up or removal of sections to accommodate the metal part. This brings me nicely onto the working hinges. I would certainly ⏩

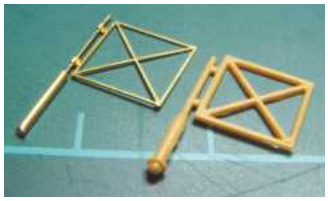


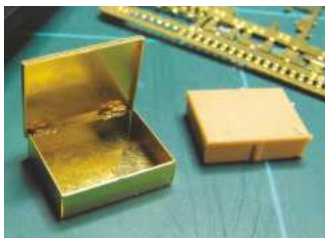
ABOVE: Archer weld seams were applied to enhance the panel detail. MicroSol, or a similar product, should be used to properly seat the decal film.

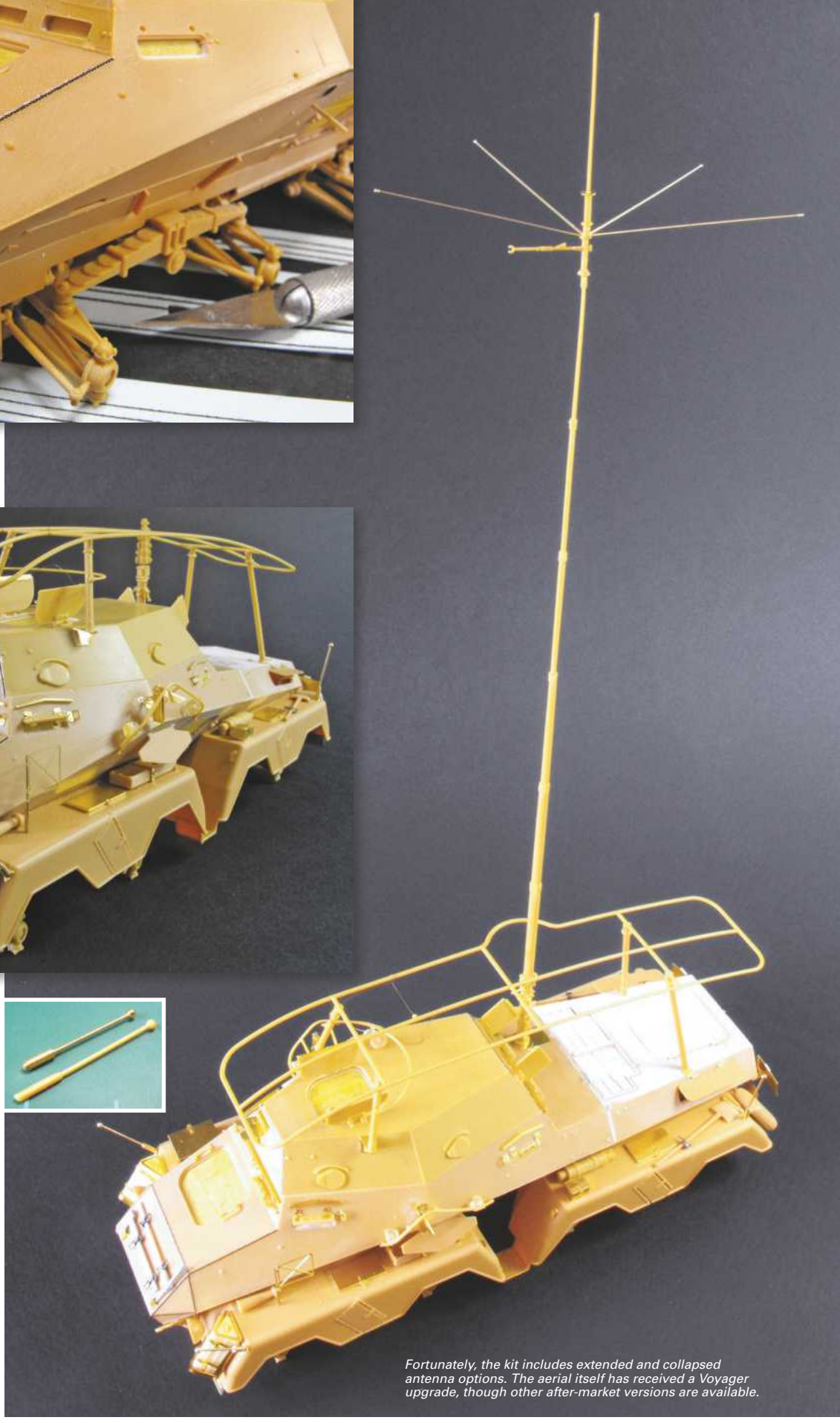


The completed kit minus the wheels. The pioneer tools were sourced from the spares box. Also note the lovely Voyager resin oilcans on the front mudguards.

INSET RIGHT & BELOW: Various kit parts compared to Voyager's upgraded equivalent.

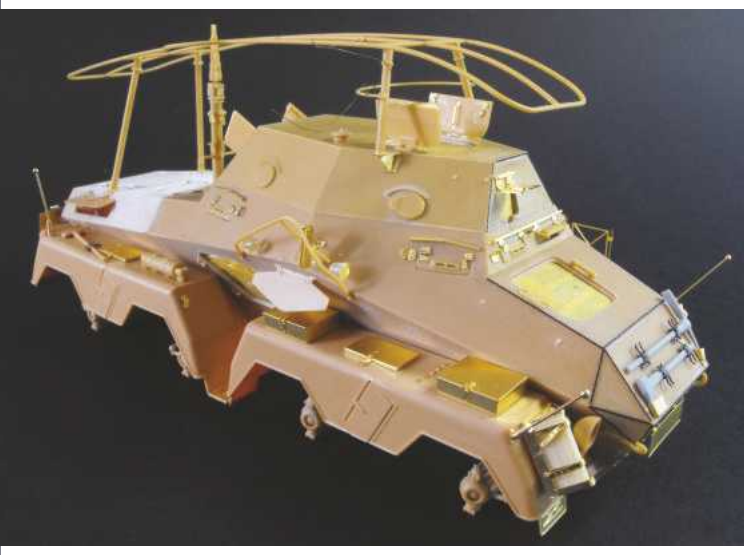






Fortunately, the kit includes extended and collapsed antenna options. The aerial itself has received a Voyager upgrade, though other after-market versions are available.

recommend giving these a try before removing any of the plastic ones as they are not to everyone's taste – you need good eyes and a steady hand to form and fit them. I used a Griffin Model forming tool to help bend the hinge to produce a nice consistent bend. Another useful tip is to anneal



ABOVE: The author's completed kit ready for painting.

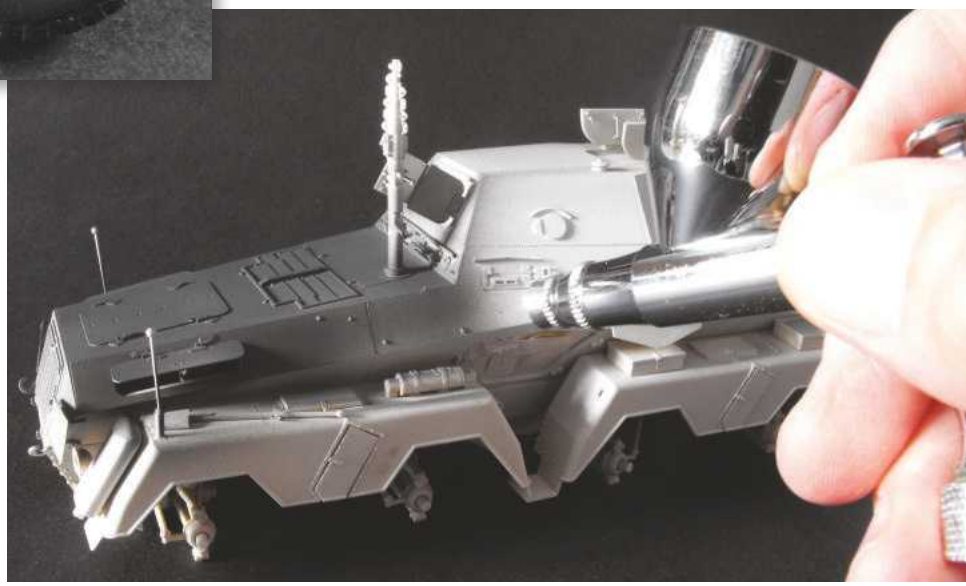
RIGHT: The side hatch mechanisms are particularly pleasing.

BELOW: There is not much to choose between the Panzer Art resin wheels and the ones provided. The main deciding factor being whether you like working with the DS styrene tyres or not.

the part first (hold it over a flame until you see the metal change colour) which makes the metal much easier to form. AFV Club have in some instances provided a plastic and metal option (width indicators for example) to cater to various skill levels. You may as well have a go at using the metal option, as the plastic equivalent can be your back up. Bear in mind that you will have to use cyanoacrylate (super glue) for the photo-etched parts, rather than normal poly cement. I have used Zap CA Medium adhesive for years to great success, though regular super glue works fine.

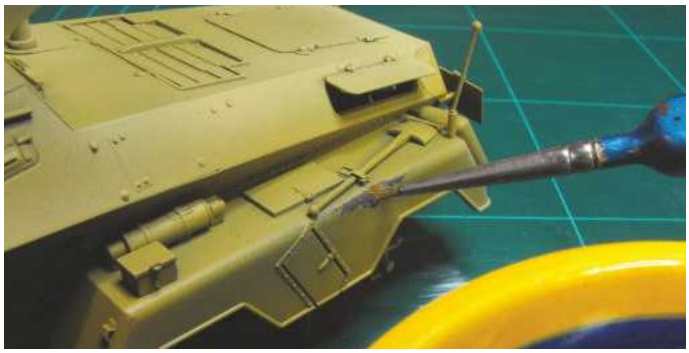
A coat of paint, or three

The entire kit was primed with Citadel Skull White from a rattle can. I opted not to pre-shade as the grey basecoat would not be prominent. Once dry, I applied Vallejo Model Air German Grey to the whole model via an Iwata airbrush set to around 35psi. I have set this vehicle in Libya around 1941, meaning that the grey coat is just acting as the original colour the vehicle was shipped in before a desert camouflage was applied. I needed a way of chipping the paint so the grey layer shows through. This is where hairspray comes in, as it reacts with water, also removing whatever paint is on top of it. I applied a fairly wet coat of hairspray, but do not allow it to pool. Once dry, I could apply Vallejo Model Air Dark Yellow. When covering hairspray, it is important to only apply as much paint as is needed, as the thicker the paint covering it, the harder it is to penetrate it. If you do have problems, lightly scratch the surface with a cocktail stick, otherwise, a brush wetted with warm water should enable you to



Vallejo Model Air German Grey being applied onto the primed hull.

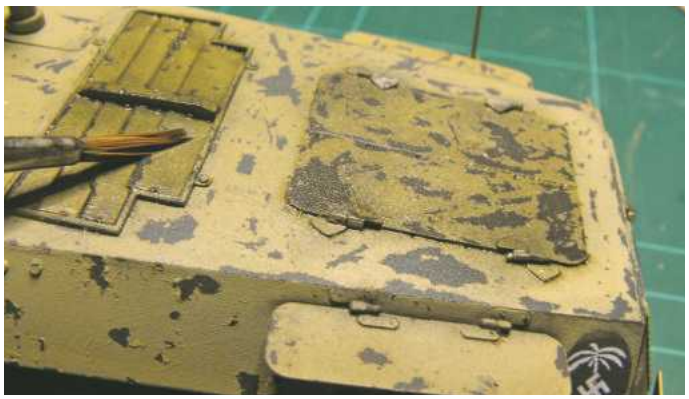
ABOVE LEFT: With a little highlighting, or pre-shading, you could quite easily stop with the German Grey if you prefer. Onto this coat goes the hairspray.
ABOVE RIGHT & BELOW: Onto the dried hairspray layer goes the Vallejo Model Air Dark Yellow. I have also added highlights by adding white to the yellow whilst in the mixer cup.



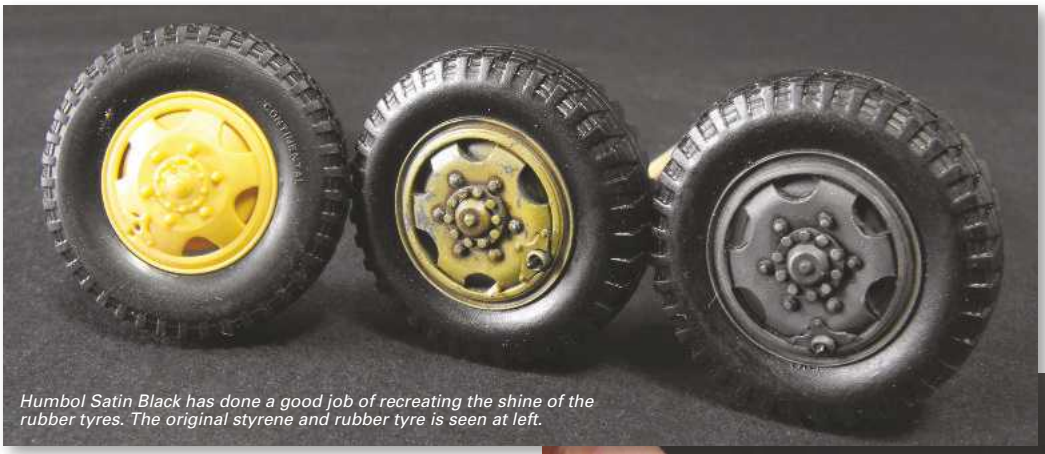
ABOVE LEFT: Once the Dark Yellow has dried, you can start to attack it with warm water and a brush. Have some kitchen roll ready to clean your brush.
ABOVE RIGHT: Where the paint is thicker, a cocktail stick helps break through the Dark Yellow and re-activate the hairspray.

ABOVE LEFT: I apply the decals onto Humbrol Gloss Varnish to avoid 'ghosting' of the decal film. ABOVE RIGHT: The wooden handles of the pioneer tools were painted in oils and set aside to partially dry. To create a wood grain effect, drag a clean brush along the length of the handle. An older brush is good for this!

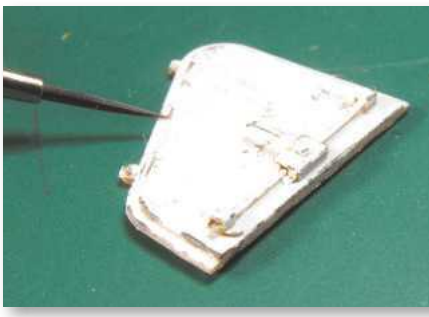
ABOVE LEFT: Subtle wear to edges can be simulated by lightly dry-brushing with black. ABOVE RIGHT: On top of the black dry-brushing, extreme highlighting can be applied with a graphite or silver pencil.



ABOVE LEFT: As all of the prior painting has been done in acrylics, oil washes can be applied right onto the kit without the need to seal with a clear varnish. ABOVE RIGHT: Water marks and streaks can be created by running a clean brush vertically down the hull sides following the oil washes.



Humbol Satin Black has done a good job of recreating the shine of the rubber tyres. The original styrene and rubber tyre is seen at left.



ABOVE: Chips to the interior of the hatches were applied by hand. A very fine brush is needed for this, a perfect excuse to invest in a good-quality brush!

start chipping away. Clean your brush regularly and remember less is more here, you can always go back to chip more off later.

Surfaces to receive a decal were painted in Humbrol Gloss Varnish to create a smoother surface, though you can also use Future acrylic floor wax *(formerly Klear in the UK, but now known as Pledge Multi-Surface Wax, Ed)* to achieve a similar result. Once the decals had dried, and I was happy with the formation of paint chips, I sealed the entire model in an acrylic matt varnish ready for weathering.

Getting messy!

A number of finishing techniques were used to blend the paint effects together and age the vehicle. The raised weld seam detail that was upgraded with Archer decals were dry-brushed

Another use for retired brushes is applying the mud 'slurry'. This kind of application can destroy your brushes, especially if you are using thicker mixtures and strewing.

ABOVE: Once dry, the excess mud can be simply wiped off with your finger.

Views of the author's completed model.

with black. This effect works great with lighter colours, but just remember to apply sparingly. I used oil filter washes of Vandyke Brown to bring the overall tone of the yellow down gradually, including the artificial highlights. I applied around three thin coats and pin washes of Lamp Black to recesses of the kit. I then ran a silver pencil along the extreme edges of the kit, such as the angular corners, to add that extra element of ageing and suggest fresh wear to the bodywork.

Time to get dirty with the wheels that were left unattached. The plastic and rubber kit wheels have been upgraded with some lovely resin items from Panzer Art. I mounted these on cocktail sticks and mixed Mig Pigments and white spirit to a thick soup consistency. I didn't use a more hardwearing

pigment fixer here as I wanted to be able to remove some of it once dry. The 'slurry' was mixed in a shallow tray, you can alter the mixture in terms of colour and consistency, using strewing and sand to fit your desired terrain. It was left to dry and simply rubbed with finger and thumb to remove the excess; this will leave dusty pigment in the recesses such as the tyre treads.

Some dos and don'ts

Don't always follow the sequence order of the instructions.
Do have a go at the harder metal parts provided.
Do plan the build as far ahead as you can.
Don't leave excess paint on glue joins.
Don't get discouraged by the 20 plus sets of metal hinges to be made... Do have fun building it! MM

Products used

AFV Club SdKfz 263 8-RAD (base kit) – item 35263.
Voyager Model Early Version multi-media upgrade set – item PE35572.
Panzer Art Roadwheels for SdKfz 263 – item RE35-053.
jbmodel.eu MG-64 Barrel – item 35B39.

Krupp Steyr Waffentrager

(Part 2 continued from ***MM*** Vol.44 No.5)

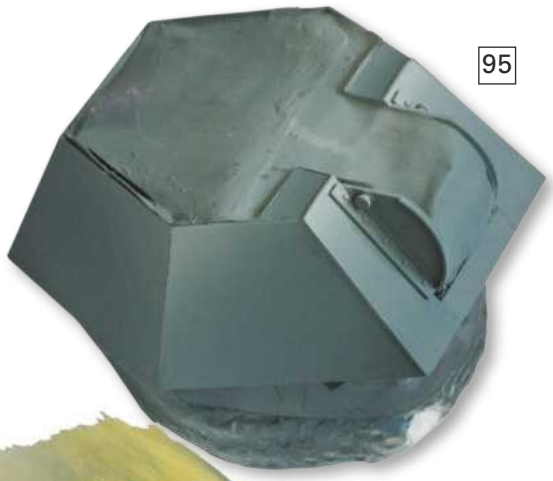
Fraser Gray concludes his own unique interpretation of how this one-off vehicle may have looked in 1945.

I decided not to follow the strict dictates of colour modulation and airbrushed a diagonal vignette on the side facets of the turret (**Photos 93 & 94**)

Photo 95. The basic colour modulation painting of the turret has been completed.

Photo 96. The mounting collar for the gun barrel trunnions is separated from the completed paintwork and an airbrushed vignette is painted in a counter direction to the baseplate.

Photo 97. The previously airbrushed paintwork is covered with Tamiya Masking Tape and the gun barrel trunnions are painted using colour modulation method.



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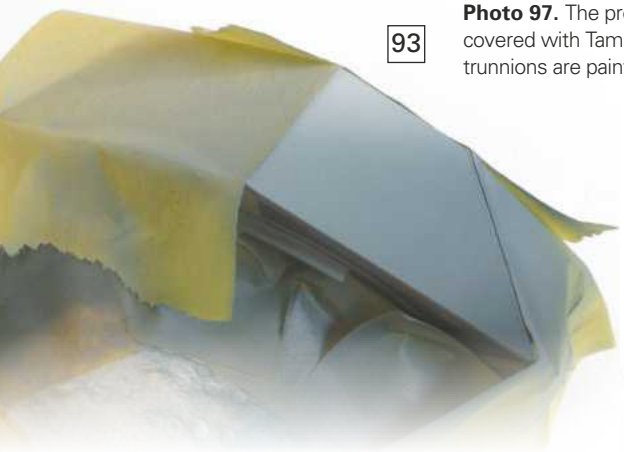

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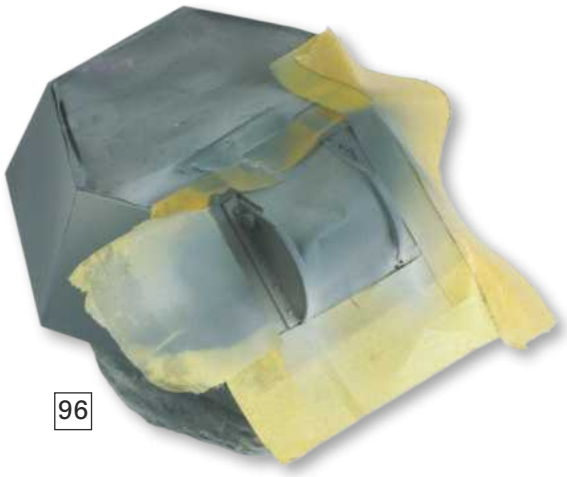
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Very fine work can be accomplished with Tamiya Masking Tape and an airbrush.

101

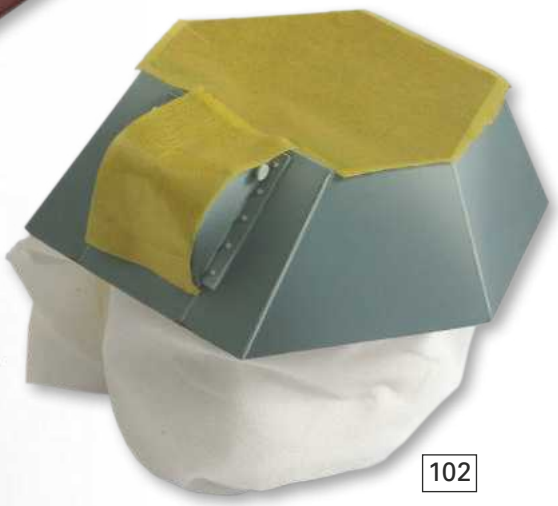
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Photo 98. The front of the gun barrel trunnion mounts are airbrushed. Here the highlight is deliberately painted so it contrasts with the darker portion of the vignette airbrushed on the trunnion sides. This produces visual interest and exaggerates the detail.

Photo 99. Very fine work can be accomplished with Tamiya Masking Tape and an airbrush. I have highlighted the edges of the turret's front plate edges in a light highlight tone to contrast with the darker portion of the front plate vignette.

Photos 100 & 101. The protective covering and masking tape are removed to check if any solvents or overspray have spoiled the turret interior.

Photo 102. The turret interior is temporary covered with Tamiya Masking Tape and the airbrush work sealed and protected with several light coats of Tamiya Clear X-22 applied with an airbrush.

Photo 103. To facilitate painting the barrel, the assembly was broken down into separate parts and primed with Halfords' Grey Primer for plastic. The gun mounting has been airbrushed with a coat of Tamiya Hull Red XF-9 and Clear X-22 to give a satin basecoat.

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Photo 104. A medium tone of Tamiya Flat Red XF-7, Black X-1 and Clear X-22 has been airbrushed over the Tamiya Hull Red XF-9 basecoat. The lower portion of the gun assembly has been airbrushed in the highlight colour of Tamiya Flat Red XF-7 and Flat White XF-2. Tamiya Clear X-22 has been added to the paint to produce a satin finish.

104

"Sausages of Blu-Tack are rolled out and wrapped around the gun tube as a masking medium."

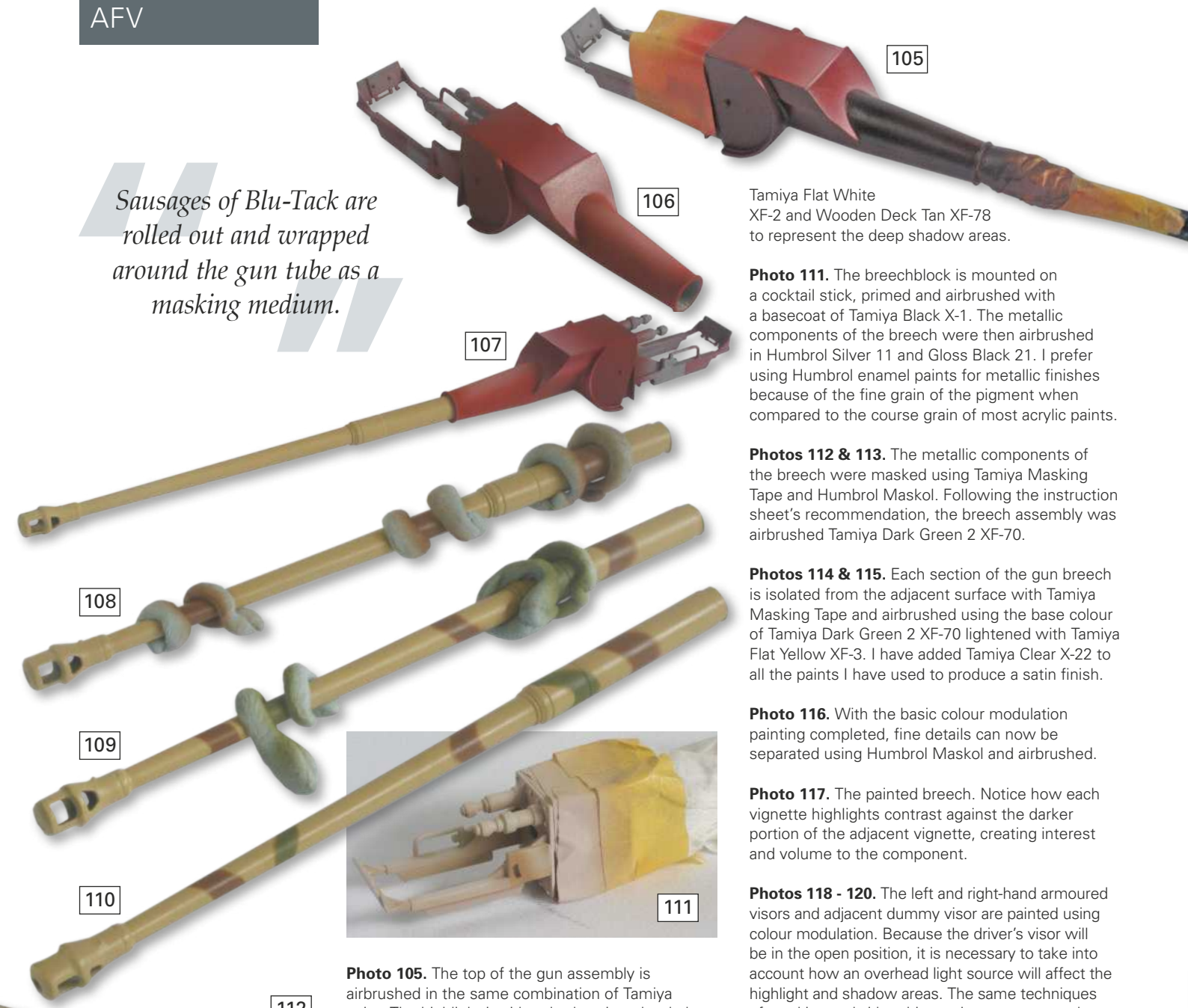


Photo 105. The top of the gun assembly is airbrushed in the same combination of Tamiya paint. The highlight is airbrushed against the darker portion of the front plate to give volume to the interesting part of the model.

Photo 106. Further highlights have been airbrushed along the cylindrical portion of the barrel assembly.

Photo 107. The 88mm gun barrel is primed in Halfords' Grey Primer for plastic and receives a basecoat of German Yellow, mixed from Tamiya Wooden Deck Tan XF-78, Flat Yellow XF-3, Flat White XF-2 and Clear X-22 for a satin finish to the paint.

Photo 108. Sausages of Blu-Tack are rolled out and wrapped around the gun tube as a masking medium. The first camouflage colour of Tamiya Red Brown XF-64 lightened with a substantial amount of the German Dark Yellow basecoat is then airbrushed.

Photo 109. The gun barrel is masked with Blu-Tack and the second camouflage colour of Tamiya NATO Green XF-67 is airbrushed. The green has again been faded with a considerable amount of the gun barrel's base colour of German Dark Yellow.

Photo 110. The work thus far completed is masked with Tamiya Masking Tape and the base colour for the breech has been airbrushed from a blend of Tamiya Flat White XF-2 and Wooden Deck Tan XF-78 to represent the deep shadow areas.

Photo 111. The breechblock is mounted on a cocktail stick, primed and airbrushed with a basecoat of Tamiya Black X-1. The metallic components of the breech were then airbrushed in Humbrol Silver 11 and Gloss Black 21. I prefer using Humbrol enamel paints for metallic finishes because of the fine grain of the pigment when compared to the course grain of most acrylic paints.

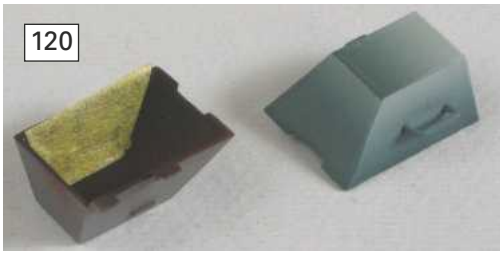
Photos 112 & 113. The metallic components of the breech were masked using Tamiya Masking Tape and Humbrol Maskol. Following the instruction sheet's recommendation, the breech assembly was airbrushed Tamiya Dark Green 2 XF-70.

Photos 114 & 115. Each section of the gun breech is isolated from the adjacent surface with Tamiya Masking Tape and airbrushed using the base colour of Tamiya Dark Green 2 XF-70 lightened with Tamiya Flat Yellow XF-3. I have added Tamiya Clear X-22 to all the paints I have used to produce a satin finish.

Photo 116. With the basic colour modulation painting completed, fine details can now be separated using Humbrol Maskol and airbrushed.

Photo 117. The painted breech. Notice how each vignette highlights contrast against the darker portion of the adjacent vignette, creating interest and volume to the component.

Photos 118 - 120. The left and right-hand armoured visors and adjacent dummy visor are painted using colour modulation. Because the driver's visor will be in the open position, it is necessary to take into account how an overhead light source will affect the highlight and shadow areas. The same techniques of masking and airbrushing a vignette was used to paint the armoured visors as were previously used to airbrush the hull of the model.



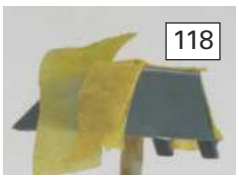


Photo 121. The armoured visor on the left has been colour modulated for the closed position, while the one on the right has been airbrushed for the open position.

Photo 122. The second hatch protecting the driver's bay has been airbrushed. The hatch will again be attached in the open position, and has been airbrushed as if illuminated from above, with the shadows towards the hatch's hinges.

Photo 123. The fine mesh covering the air intake is very fragile and so I decided to leave it attached to the fret for support during the painting and weathering process.

Photo 124. The first vignette of Panzer Grey blending through the medium tones and highlights has been airbrushed.

Photo 125. The outer frame is masked with Tamiya Masking Tape and a vignette is airbrushed in the opposite direction, across the mesh.

Photo 126. The air intake frame and mesh has been painted. The small retaining bolt heads have been highlighted with extra white added to the highlight tone. Several light coats of Tamiya Clear X-22 seal and protect the paintwork on the fragile component.

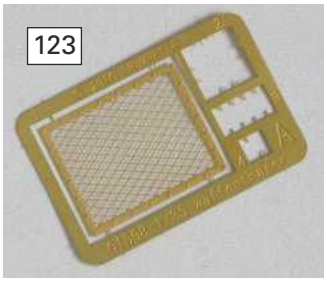
Photo 127. Although the final effect of the colour modulation is rather striking, further applications of washes, chipping and weathering will tone down the appearance of the model. I tried to colour modulate the wheels, but I was not satisfied with the results, so I repainted them using conventional airbrushing and weathering techniques.

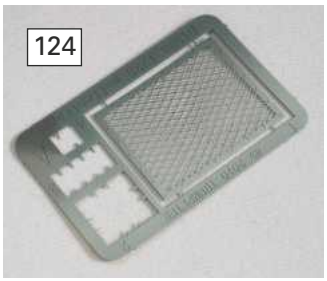
Photo 128. Some 502 Abteilung oil colour Abt010 Luftwaffe Yellow, Abt001 Snow White and Abt070 Dark Rust were decanted to a palate of cardboard to remove any excess oil.

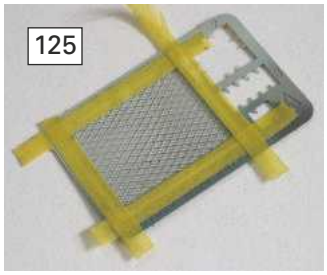
Photo 129. Small dots of oil colour were applied along the gun barrel.

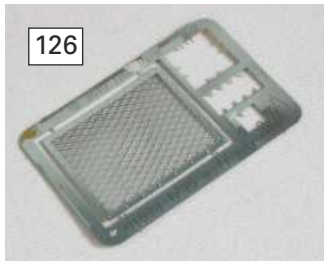
Photo 130. Once the colour dots had been applied, they are blended with a clean brush moistened with white spirit, in vertical strokes thus simulating the effects of fading by the sun and the action of rain-washing effluent from the gun barrel.

Photo 131. The oil colour was left a couple of days to dry, and was sealed with several light coats of Tamiya Clear X-22 applied with an airbrush. When the gloss acrylic varnish had set I began to weather the gun tube with fine scratches and rust spots from a blend of Humbrol Matt Black 33 and Matt Brick Red 70.









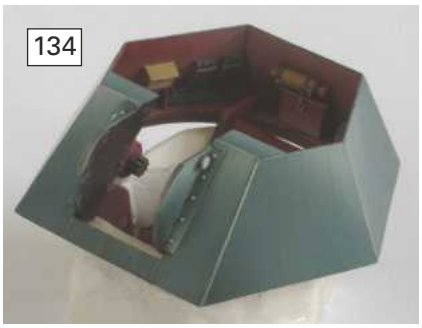


Photo 132. To begin the weathering process on the turret, a medium sized brush loaded with MIG Productions' Dark Wash, was applied to the turret, working the wash into all the detail such as the bolt heads and weld seams. I used the pigment sludge decanted straight from the bottle, so the pigment would adhere to the vertical plates of the turret.

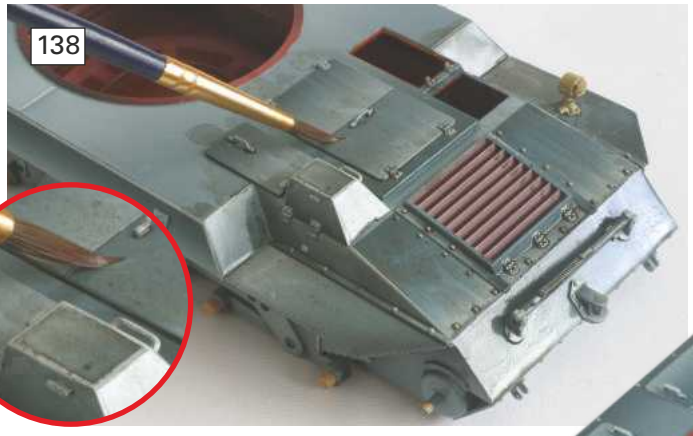
Photo 133. The turret was then set-aside for an hour for the wash to dry.

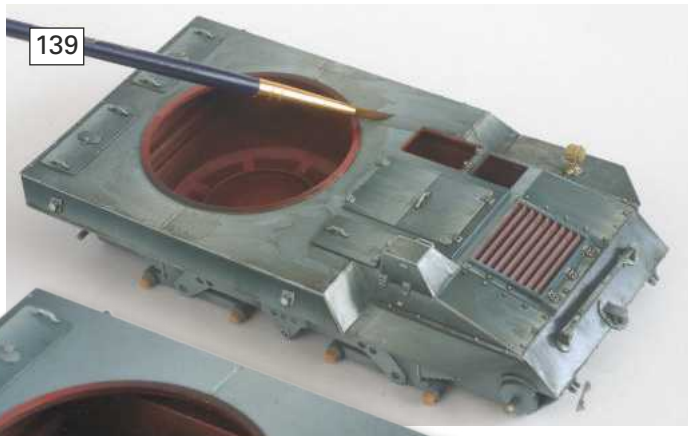
Photos 134 & 135. A clean medium-sized brush was moistened in white spirit and vertically dragged down the side of each facet of the turret, in the direction that rain and effluent would flow from turret sides. After each application the brush is cleaned in white spirit to remove the excess paint. Take care not to remove too much pigment from around the bolt heads and weld seams.

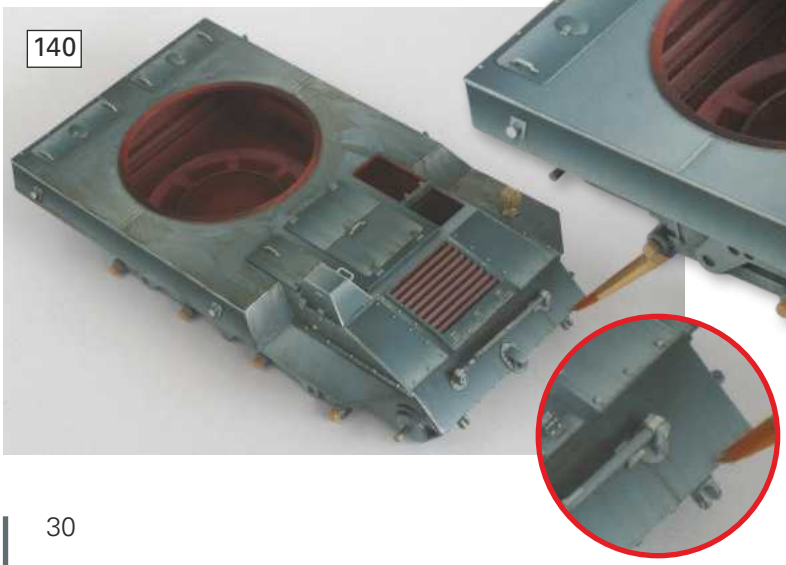
Photos 136 & 137. If too much paint has been removed a re-application of wash with a fine brush will correct the problem.

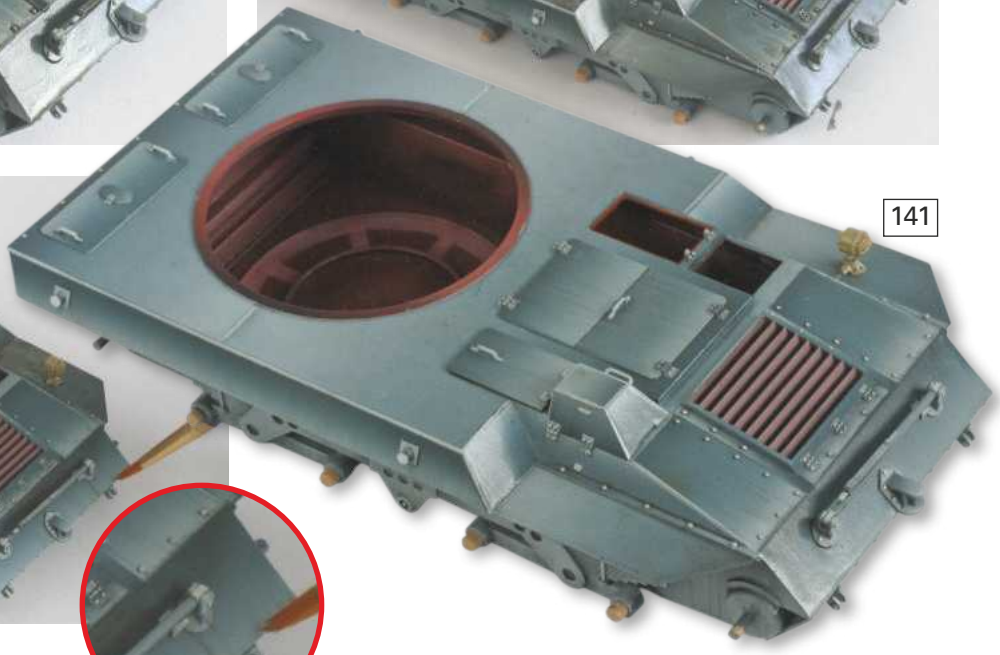
Photos 138 & 139. MIG Productions' Dark Wash is applied to the hull. The wash has been thinned with white spirit to increase the flow around the various details such as the hinge plates and bolt heads.

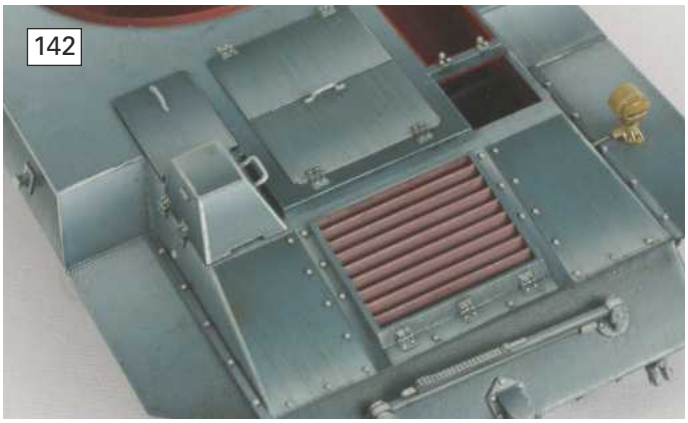
Photos 140 &141. After the wash applied to the hull has dried, a clean brush moistened in white spirit is dragged lightly across the hull in the direction that rain-washed effluent and grime would flow. The technique is not to remove too much wash, but impart a streaked











appearance. Care should also be taken to leave sufficient wash around bolt detail and any recessed joints between the various panels.

Photo 142. A far heavy application of wash has been applied to the engine bay hatches that would accumulate more grime and grease.

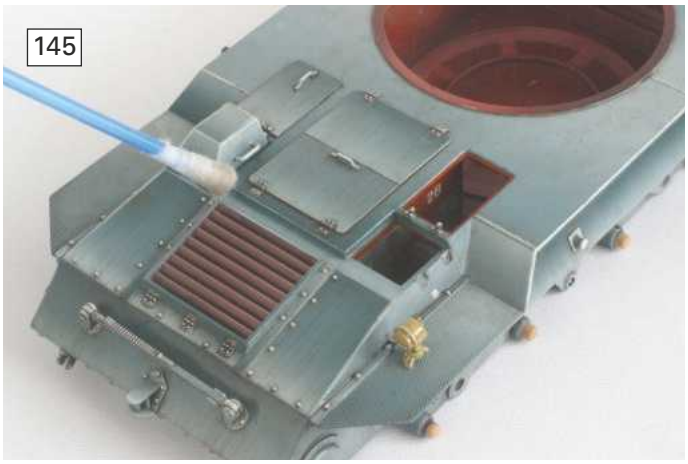
Photo 143. A wash of MIG Productions' Dark Wash has been applied to the stern.

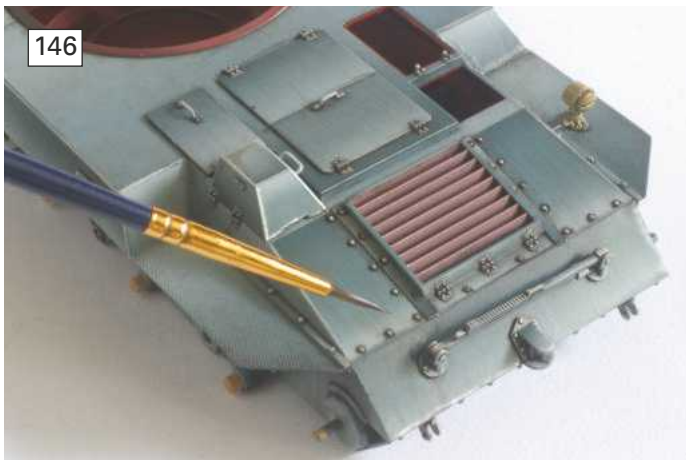
Photo 144. For extra definition of detail, and to reproduce the remains of oil and accumulated grime that collects around bolt heads and hatchways, a pin wash of Humbrol Tank Grey 67 and Wine 73 was applied with a fine brush.

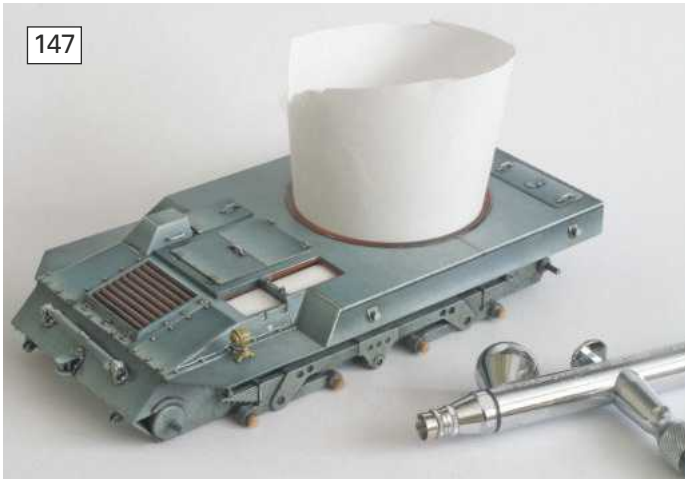
Photo 145. When the pin wash was touch dry, a cotton bud moistened in white spirit was applied to remove the waste paint and blend the pin wash into the previously applied MIG Productions' Dark Wash.

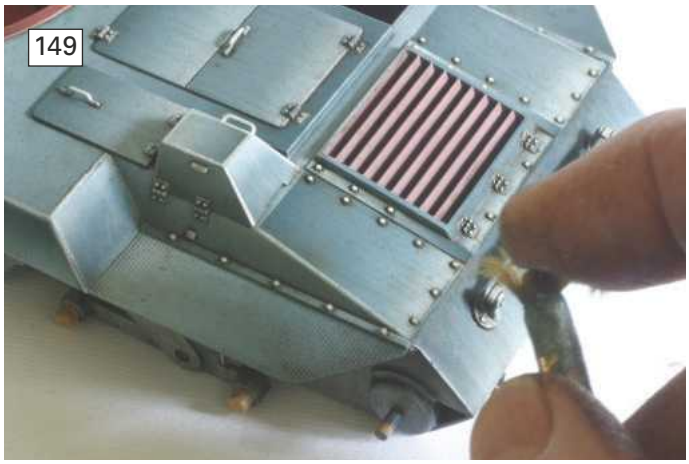
Photo 146. Any mistakes can be corrected by repainting the pin wash until you are satisfied with the effect.

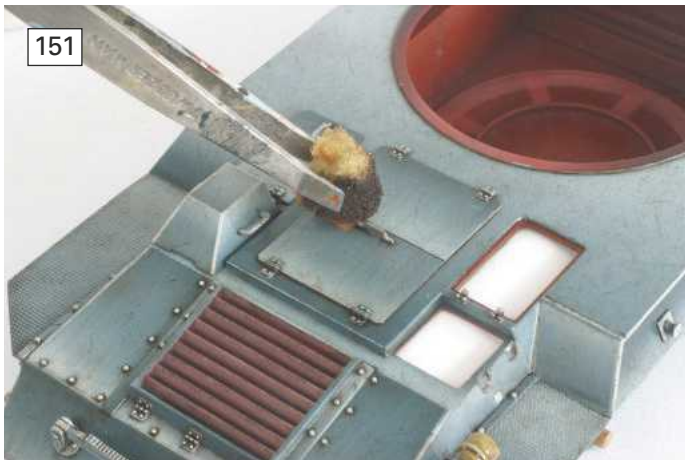
Photos 147 & 148. The interior was masked with paper and several light applications of Clear X-22 were applied to the model to seal and protect the wash and the pin wash.

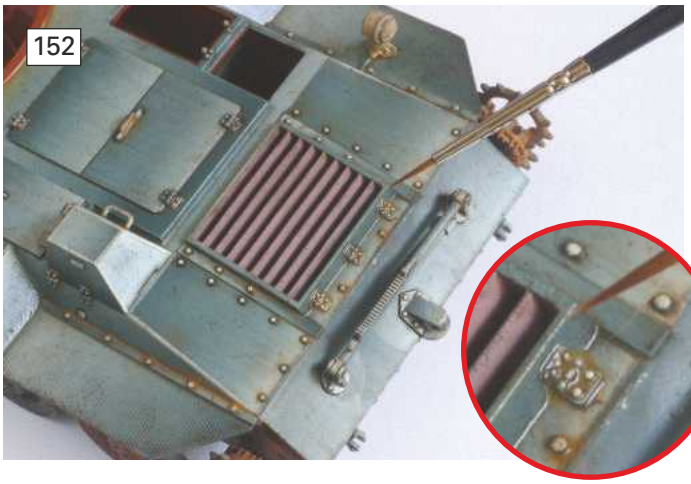












...any mistakes can be cleaned away with a cotton bud moistened with white spirit...

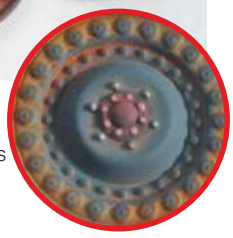
Photo 149. Fine sprays of mud, and debris thrown up by the tracks and exploding munitions can be created using a diluted solution of Humbrol Matt Black 33 and Matt Brick Red 70. The paint is applied to the model by drawing back the bristles of a chisel edged brush and then releasing it.

Photo 150. Small scratches and rust spots were applied with a fine paintbrush with a blend of Humbrol Matt Black 33 and Matt Brick Red 70. Because the model has been protected with an acrylic clear varnish, any mistakes can be cleaned away with a cotton bud moistened with white spirit, without damaging the underlying paintwork.

Photo 151. Rust and small abrasions can be simulated with a small piece of bathroom sponge. The sponge is held in forceps and then dipped into a prepared blend of Humbrol Matt Black 33 and Brick Red 70. After wiping on kitchen towel, until almost dry, the sponge is applied to the model.

Photos 152 & 153. Further weathering effects can be created with a blend of Lifecolor UA Rust Base Color 702 and Rust Light Shadow 1 UA 703 diluted with water and washing-up liquid. The detergent breaks the surface tension of the Lifecolor paint and allows the rust wash to easily flow around the detail. When the wash has dried, a cotton bud dipped in Lifecolor Thinner removes any excess paint. Because Tamiya paints are alcohol based, Lifecolor Thinner has no effect on the basecoat of Tamiya paint.

Photo 154. The drive sprockets and idlers are mounted on cocktail sticks and primed with Halfords' Grey Primer. A basecoat of Tamiya Semi Gloss Black X-18 is airbrushed followed by a light coat of Tamiya Clear X-22.



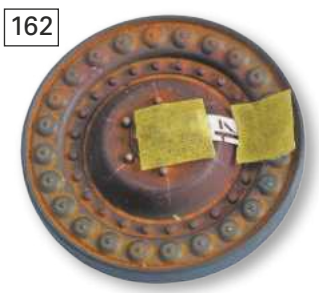
Photos 155 & 156. Using Lifecolor's excellent range of rust paints UA701, UA702 and UA703, a wash was prepared using tap water and washing-up liquid. The wash was applied to the drive sprockets and idlers.

Photo 157. When the wash had dried, a randomly airbrushed coat of German Dark Yellow I had previously mixed from Tamiya Wooden Deck Tan XF-78, Flat Yellow XF-3, and Flat White XF-2 was sprayed, allowing the dark basecoat and rust effects to show through.

Photos 158 & 159. The roadwheels are airbrushed in Tamiya Semi Gloss Black X-18 followed by a light coat of Tamiya Clear X-22. A wash of Lifecolor rust paints, diluted with detergent and tap water, was brushed over the roadwheels.

Photo 160. To create visual interest and in keeping with the rest of the patchwork appearance of the model, I airbrushed the roadwheels in a light coat of red primer, and some in Panzer Grey, so the rust wash could still be seen.

Photos 161 & 162. I began to add further painting effects to the roadwheels, such as stencil numbers from the Lion Roar set, leaking lubricant stains and manufacturer's chalk fabrication marks, applied using a Faber Castell White Polychromos pencil.



Photos 163. To begin weathering the hull sides and suspension were given an application of AK Interactive Wash Light Rust.

Photo 164. Rather than using weathering pigments straight from the bottle I made my own blend of mud colour from MIG Productions' Dark Mud P033, African Earth P038 and Europe Dust P028. By keeping the mixing of the pigments course, I hoped to achieve colour and textural variety to the mud. The pigment was applied in a thick coat with a chisel edged brush.

Photo 165. Using a clean medium sized brush, MIG Pigment Fixer MIG00249, was carefully applied to fix the mud pigments in place.

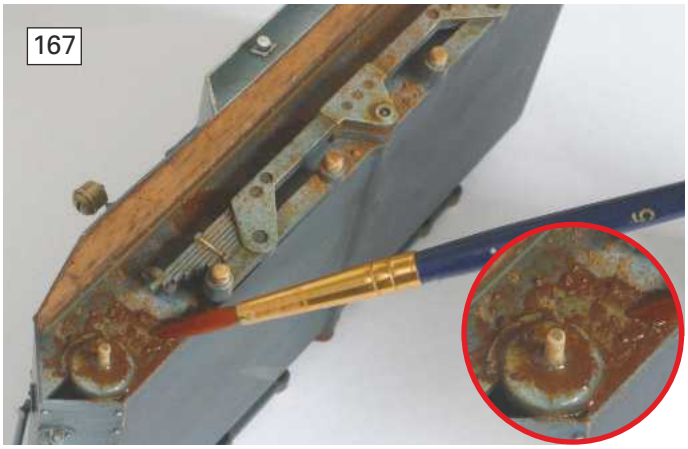
Photos 166 & 167. The model was placed on its side and a further application of mud pigments were applied to the hull sides and suspension arms. An application of MIG Pigment Fixer secured the mud effects to the hull sides and suspension arms.

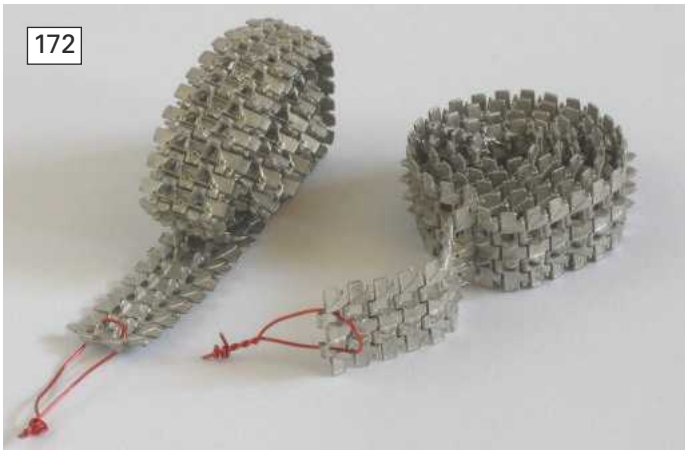
Photo 168. Because the hull sides will be inaccessible when the drive train is attached to the model, I added oil leaks and wet effects to the hull sides using AK interactive Engine Oil AK 084 and Humbrol Gloss Varnish AD6997.

Photo 169. I decided to replace the tracks supplied in the kit with a set of Friulmodel tracks, item ATL-123. To ensure perfect articulation of the tracks I used a fine drill mounted in a length of waste sprue to clean each track link.

Photo 170. Once the track pins have been cut the tracks are swiftly assembled.

Photo 171. The assembled tracks were washed in detergent, and cleaned with an old toothbrush to ensure mould release agent and debris was removed before painting.





The effects are very realistic and provide a durable finish upon which other dust and rust effects can be applied.

Photo 172. A loop of copper wire was attached to each track to avoid directly handling, and decontaminating them with grease.

Photos 173 & 174. There are a number of weathering and antiquing solutions on the market for treating white metal tracks. The effects are very realistic and provide a durable finish upon which other dust and rust effects can be applied. I used AK Interactive AK 159 Metal Burnishing agent. The first stage in the process is to chemically clean and etch the tracks in a bath of vinegar. I added some washing-up liquid to break the surface tension of the vinegar and make sure all the track's surfaces were treated.

Photo 175. AK Interactive Metal Burnishing agent was diluted following the instructions and poured into a shallow tray. I added some detergent to reduce the surface tension and ensure the efficacy of the burnishing solution.

Photo 176. The tracks were immersed in the chemical bath and a rapid transformation took place. When I estimated the tracks were suitably treated, they were removed from the bath, and washed in cold tap water to stop the chemical reaction.

Photos 180 - 186. Views of the completed model. Colour modulation is a new and dramatic painting technique developed by Adam Wilder and allows the shift in tones to bring attention to certain areas of the model. By following the painting techniques of a classical artist, colour modulation creates depth and volumes to the different components making up the model.

Reference

Colour modulation techniques are described in detail in Adam Wilder's DVD *F.A.Q. Vol. 2 Modulation Style* by Night Vision Creations. It's available from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ.
sales@historex-agents.com
www.historexagents.com

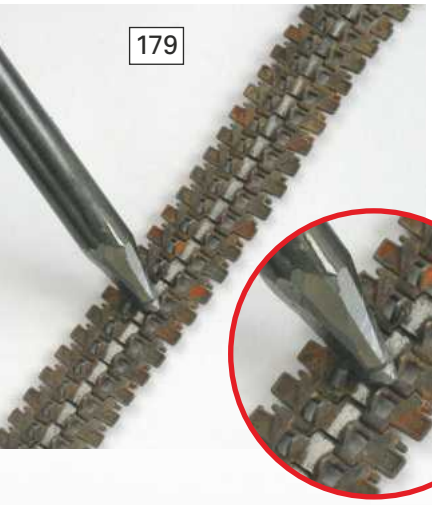


Photo 177. When the tracks had dried they had taken on a very realistic rusted appearance. Unfortunately there were some areas that remained untreated, so I airbrushed a suitable rusty colour mixed from Humbrol enamels over these areas.

Photo 178. The tracks were dusted with suitable MIG Productions' pigments. Spot washes of AK Interactive Light Rush Wash added interest to the weathering effects applied to the tracks.

Photo 179. To simulate wear with the contact points of the roadwheels, an artist's graphite pencil was applied between the track guide horns. The effect was softened and polished by blending the graphite into the burnishing agent with a cotton bud.

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1ATB in France 1939-40

The photos accompanying this article are published courtesy of Bob Gregory. They were all taken by German soldiers during or more likely after the French Campaign. Caption details come from Bob, Nick Watts and the author using what information is on the back of the prints with locations which can be made out.

Peter Brown concludes his description of the structure, equipment, colours and markings of the tanks of British 1st Army Tank Brigade.

(Part 3 continued from ***MM*** Vol.44 No.5)

TOP: Two A11 showing 'early' and 'late' features. HMH835 was assigned to 4RTR and to date its name has not been located, while Gossip *was with clearly with 7RTR but its number is not yet known. This photo does show the tac signs on the rear of the turrets clearly. (Gregory Collection 611)*

British tanks of the early-war period were painted in G3 'khaki-green' with bands of G4 dark green in accordance with the current instructions in Military Training Pamphlet No.20 *Camouflage - Disruptive Painting of Vehicles* dated June 1939. This should have left the sides, front and back with roughly equal amounts of the two shades and the top having more of the darker shade.

Individual vehicles had two identification markings – a serial or census number for the army and a civilian registration number. For the A11 orders, these were:

T3433 to T3492, HMH788 to HMH847.
T5551 to T5610, RMY905 to RMY964.
(A third order with serials T8101 to T8119 and registrations PMX458 to PMX476 do not appear to have been built in time to go to France)

While the first Vickers-armed A12 used:

T6729 to T6868, PMV85 to PMV124.

Army vehicles going overseas were marked with a system of numbers and

Ghurka *from 7RTR is unusual in that its serial number T5602 is on its number plate. The marking on its turret was added by the German recovery unit as was the number 959. (Gregory Collection 684)*

4 RTR

"DOWAGER"

T-3439 HMH 794
"DEMON"

T-3488 HMH 843
"DESPATCH"

T-3451 HMH 806
"DREADNOUGHT"

7 RTR

T-5591 RMY 945 "GOUROCK"

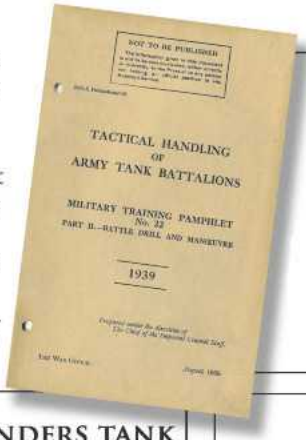
NO.1 BASE ORDNANCE DEPOT NO.1 SUB DEPOT

T-5571 RMY 925

T-5582 RMY 936

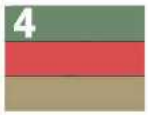
(Colour artwork specially prepared for this article by Ken Jones)

The information for tank markings and flags on this colourised chart was produced from details in Military Training Pamphlet No.22 Part II published by The War Office in 1939 covering "Battle Drill and Manoeuvre" for The Tactical Handling of Army Tank Battalions.


NOT TO BE PUBLISHED
TACTICAL HANDLING OF ARMY TANK BATTALIONS
MILITARY TRAINING PAMPHLET No. 22
PART II.—BATTLE DRILL AND MANOEUVRE
1939

BATTALION COMMANDERS TANK FLAGS

4 RTR



7 RTR

BATTALION COMMANDERS TANK FLAG

COMPANY COMMANDERS TANK BANNERETS

"A" COMPANY

"B" COMPANY

"C" COMPANY

SECTION COMMANDERS TANK PENNANTS

1, 6, 11 SECTIONS

2, 7, 12 SECTIONS

3, 8, 13 SECTIONS

4, 9, 14 SECTIONS

5, 10, 15 SECTIONS

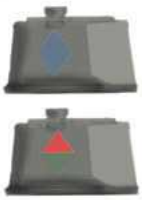
BATTALION & COMPANY SIGNS

CUT OUT OF TIN PLATE AND ATTACHED TO THE REAR OF THE TANK - OR THE SHAPE PAINTED ON

4 RTR

BATTALION HQ

7 RTR



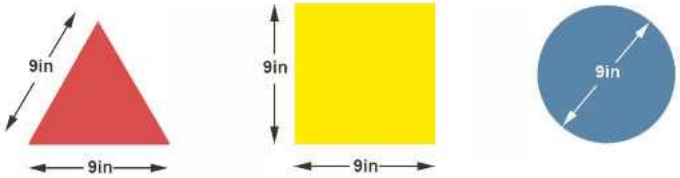
"A" COMPANY

"B" COMPANY

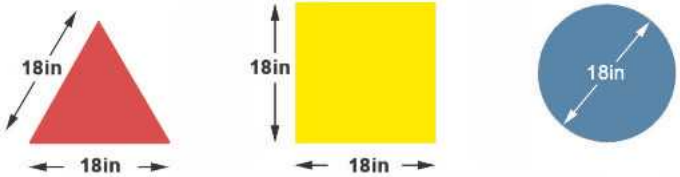
THE PAMPHLET STATES THE COMPANY LETTER OR SECTION NUMBER TO BE PAINTED IN BLACK IN THE CENTRE OF THE SIGN

"C" COMPANY*

*NOTE: 7 RTR DID NOT HAVE A "C" COMPANY AND DESIGNATED ITS 3RD COMPANY AS "D"



DIMENSIONS FOR LIGHT TANKS AND INFANTRY TANKS MARK I



DIMENSIONS FOR MEDIUM AND INFANTRY TANKS MARK II

Gloucester *had the wording "Heil Fritz" on one mudguard. While the name and serial are clear on the right-hand side, they are hard to make out on the opposite side as the tank was burned. (Gregory Collection 594)*

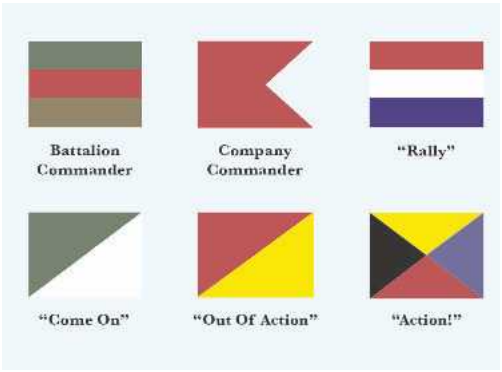
Some Matildas did not reach Arras. Glanton *became bogged down in Belgium and was abandoned, here some German soldiers searching for trophies have found a signal flag. These were displayed for various purposes, this could be the red/white/blue 'RALLY' signal. (Glanton 001)*

coloured stripes known as a Mobilisation Number. 4RTR used 1874 which is seen on the sides of their tanks but without the stripes. 7RTR used 1875 which can be seen on a few vehicles again without the stripes.

Unit markings were on small metal plates carried in holders at the back and front. One side was painted red with the unit number in white with a white bar above it denoting 'Corps Troops'. This plate with number 4 (this was a coincidence as the numbers for the first Battalion in any Army Tank Brigade was to be 4 at this time) appear in photos of 4RTR tanks in training but do not appear to have been used at Arras. A document issued by General HQ in April 1940 shows them with 13 on a black square with a white bar for 'GHQ Troops' below, though no photos showing that have been seen. No details of the number for 7RTR have been found, photos of 8RTR in the UK later in 1940 show them using 5.

Brigade signs for Army Tank Brigades along with other AFV markings authorised at this time were described in an instruction dated 20th April 1940. Each of the five then formed was to use two equal-sided triangles, one facing down touching another facing up. For 1st Army Tank Brigade this 'diabolo' was to be red. However, it does not appear in any photos of tanks in France.

7 RTR T-6755 PMVIII "GORILLA"



4RTR tanks also had the traditional 'Chinese Eye' first seen on D Battalion tanks in the Great War. These had been painted on following comments from Mr Eu Yew Tong Sen OBE, Chinese member of the Council of Malaya who donated enough money to purchase a tank. He remarked that if a tank did not have any eyes it could not see, his tank was issued to D Battalion and a tradition was created. Eyes were usually painted on turret sides looking forward with a blue iris with details and outline in black.

Tactical markings were described in detail in Military Training Pamphlet No.22 Part II *Tactical Handling of Army Tank Battalions - Battle Drill and Manoeuvre* dated August 1939. Flags would be used to denote a Battalion Commander's tank in the RTC/RTR colours with horizontal bands of green, red and brown with the green on top and the Battalion number in black, size was 1' 6" deep by 3' wide. (The original edition got the bands in the wrong order but this was later amended) Company commanders would fly a bannerette, i.e. a rectangle with a triangular cut-out on the loose end 9" deep by 1' 7" wide with the cut-out 8" deep in different colours, red for A Company, yellow for B and blue for C. Within each Company, each Section Commander would have a black pennant or triangular flag 9" deep by 1' 1" wide with two 2" diagonal stripes on it. Colours for the stripes were red for the first second, yellow for the second, blue for third, green for fourth and white for fifth section. So 9 Section - fourth section in B Company - would fly a black flag with green stripes.

On the tanks themselves, coloured shapes were to be painted *"in tin plate and will be fastened on the rear of the tank"* although in practice these appear to have been painted directly on to the turrets. These were to be:
Battalion HQ – diamond.
A Company – triangle.
B Company – square.
C Company – circle.

Battalion HQ markings would be in the Battalion colours, for the three Battalions in 1st Army Tank Brigade there were dark blue for 4RTR, red and green for 7RTR and red/dark blue for 8RTR. Within each Company, colours were to correspond to the flags. For Company Commanders these would be solid red, yellow or blue for A, B and C respectively with Section Commanders using stripes in the same colours as the bannerette. Size was to be 9" across on Light Tanks and Infantry Tanks, Mk.I or 18" for Infantry Tanks, Mk.II

As 7RTR designated its third company as D Company, any references to C Coy should be used for its D Coy.

4th RTR

Light VIB

T2292	EHX950		Allocations Book
T2293	EHX951	*Despot*	Film
T2369	FME974		Allocations Book
T2501	FMX855		Allocations Book
T4181	HMC534	Possibly *Doric Star*	Film

A11

T3437	HMH792		IWM photos
T3438	HMH793	*Derwent*	Photo
T3439	HMH794	*Demon*	IWM photo
T3441	HMH796		IWM photo/photo
T3442	HMH797		Allocations Book
T3444	HMH799	*Dennis* (was *Devil* in pre-war photo)	IWM photo/photos
T3445	HMH800		Issues/IWM photo
T3446	HMH801		Photo
T3449	HMH804	*Duck*	Photo
T3450	HMH805	*Dennis*	Photos
T3451	HMH806	*Dreadnought*	Photo
T3452	HMH807	*Destroyer*	Pre-war photo
T3454	HMH809	*Dundee*	Pre-war photo
T3456	HMH811		Photo
T3457	HMH812		Pre-war newsreel
T3458	HMH813	*Donovan*	Pre-war newsreel
T3466	HMH821		Photo
T3470	HMH825	*Drastic*	Photos
T3471	HMH826	*Dolphin*	IWM photo
T3480	HMH835		Film/photo
T3482	HMH837		Photo
T3483	HMH838		Photo
T3484	HMH839		Photo
T3488	HMH843	*Despatch*	Photos
T5551	RMY905		IWM Photo
T5552	RMY906		Photo
T5553	RMY907		Allocations Book
T5554	RMY908		IWM photo
T5556	RMY910		IWM photo
T5557	RMY911		Film
T5558	RMY912		Allocations Book/photo

Known names without serial - *Daffodil, Dahlia, Daisy, Dauntless, Dazzle, Defender, Determined, Deoch, Devil, Dingo, Discovery, Dorothy, Dowager, Dromedary, Duchess, Durham, Dynamite, Dynosaur.*

7th RTR

The Battalion War Diary entries recorded the arrival of many A11 and A12, where known these date are given.

Light VIB

T2016	DMV972		
T2102	EHX985		Serials Book
T2151	FME816		Serials Book
T4673	RMY27		Serials Book
T4674	RMY28	*Gainsborough*	Photo
T4675	RMY29		Serials Book
T4676	RMY30		Serials Book

Other known Light Tank names - *Gamble, Guinivere*.

A11

T3475	HMH830	*Giggle*	Photos
T3476	HMH831	*Grouse*	Photo
T3477	HMH832		Photo
T5555	RMY909		Photo
T5559	RMY913		Serials Book
T5560	RMY914		Serials Book
T5561	RMY915		Serials book
T5564	RMY918		Photo
T5575	RMY929	*Glenlyon*	06/11/39 Serials Book/photos
T5585	RMY939		30/11/39 Serials Book
T5586	RMY940		30/11/39 Serials Book
T5589	RMY943	*Giraffe*	05/12/39 Serials Book
T5590	RMY944		08/12/39 Serials Book
T5591	RMY945	*Gourock*	12/12/39 Serials Book/photo
T5592	RMY946		15/12/39 Serials Book
T5593	RMY947		18/12/39 Serials Book
T5594	RMY948	*Gnat*	21/12/39 Serials Book
T5595	RMY949	*Gossip*	21/12/39 Serials Book/photo
T5596	RMY950	*Galashiels*	27/12/39 Serials Book
T5597	RMY951		04/01/40 Serials Book
T5598	RMY952		05/01/40 Serials Book
T5599	RMY953		08/01/40 Serials Book
T5600	RMY954		11/01/40 Serials Book
T5601	RMY955		12/01/40 Serials Book
T5602	RMY956	*Ghurka*	18/01/40 Serials Book
T5603	RMY957		15/01/40 Serials Book
T5604	RMY958		19/01/40 Serials Book
T5605	RMY959		20/01/40 Serials Book
T5606	RMY960		05/02/40 Serials Book

Known A11 names without serials - *Gairloch, Gallant, Gamelin, Garbo, Glasgow, Glenorchy, Glenstrae, Goliath, Gort, Grumble*.

The most obvious marking on tanks with the BEF was the white square. This was covered in detail in the GHQ AFV Branch War Diary as an Appendix to the October section. The document is not dated but the main War Diary recorded on 21st October *"4 R. Tanks will complete their experiments on marking of own tanks by Monday 23rd Oct"* and also mentions the draft on 24th which was later listed as distributed on the 29th. The relevant parts read:

Identification of Own A.F.Vs.

1. Subject to further trial and experiment, it has been decided that the identification marks for the following vehicles of the B.E.F. shall be a white rectangle painted on the vehicle as directed below:
'I' Tanks Mks.I and IA.
Lt Tanks Mk.VI, VIA and VIB.
Armoured Carriers - all Marks.
Morris Armoured Recce Cars.
For 'I' Tanks, the marking was to be carried:
Front (i) White square, sides 9", painted on the centre of the front cross plate which carries the towing shackles. (ii) When the tarpaulin is carried, a 9" square metal plate, painted white, will be carried under the tarpaulin lashings.
Sides (i) White square, sides 9", painted on the blanking plate on each side of the tank, the square to be in rear of the blanking plate handle. (ii) Under the blanking plate, on the hull, a similar white square.
Back - The raised on the hinged engine cover plate will be painted white on its upper surface and also on its edges. This plate is central above the carburettor.
while for Light Tanks:
Front - A white square, sides 9", painted on the centre of the front plate carrying the towing eyes.
Off-side - A white square, sides 9", painted below the silencer tailpipe with the centre of the square below the centre of the tailpipe.
Near-side - A white square, sides 9", painted on the near side plate in a position corresponding to that of the square on the off-side.
Back - A white rectangle, 9" by 12", painted on the near side of the upper sloping back plate with the 12" side vertical.

On 1st November similar instructions were issued covering Light and Medium Dragons, these tracked gun towers were not armoured but were to be painted with white squares to avoid being misidentified as enemy AFVs. No official document for marking Mk.II "I" Tanks has so far been found but the system used was similar in spirit to that for the other types.

Tanks of 1st Army Tank Brigade BEF, France 1940

Some details of tank serials, registrations and names can be found from War Diaries, records of vehicle issues at the Tank Museum, Bovington and from photos. The tables reproduced here are not complete but may be helpful to modellers.

Base Ordnance Depot

Several tanks were sent to France as spare vehicles, they were stored at Base Ordnance Depots and never issued to either 7RTR or 4RTR. Photos show these tanks without the second shade

of paint for camouflage and with various shipping data stencilled onto them. Some were used in Colan's Force during actions south of the Somme.

A11

T5565	RMY919	Allocations Book
T5566	RMY920	Allocations Book/photo
T5567	RMY921	Allocations Book/photo
T5568	RMY922	Allocations Book/photo
T5569	RMY923	Allocations Book
T5570	RMY924	Allocations Book/photo
T5571	RMY925	Allocations Book/photo
T5572	RMY927	Allocations Book/photo
T5574	RMY928	Allocations Book/photo
T5577	RMY931	Allocations Book/photo
T5578	RMY932	Allocations Book/photo
T5579	RMY933	Allocations Book
T5580	RMY934	Allocations Book/photo
T5581	RMY935	Allocations Book/photo
T5582	RMY936	Allocations Book/photo
T5583	RMY937	Allocations Book
T5584	RMY938	Allocations Book

A12
T6764 PMV120

A12

T6733	PMV89		23/10/39 'First Mk.II' Serials Book
T6734	PMV90		02/11/39 Serials Book
T6735	PMV91	*Galahad*	08/11/39 Serials Book/photos
T6736	PMV92	*Gamecock*	19/11/39 Serials Book
T6737	PMV93	*Glenlivet*	31/01/40 ex 8RTR Serials Book/photos
T6738	PMV94	*Glenluce*	Serials Book
T6739	PMV95	*Girvan*	11/12/39 Serials Book/photos
T6740	PMV96	*Gough*	14/12/39 Serials Book/photos
T6741	PMV97		20/12/39 Serials Book
T6747	PMV103	*Gorgon*	26/01/40 Serials Book/photos
T6748	PMV104	*Gorgonzola*	12/02/40 Serials Book/photos
T6750	PMV106	*Goat*	25/02/40 Serials Book/photos
T6751	PMV107	*Good Luck*	26/02/40 Serials Book/photos
T6752	PMV108	*Grimsby*	Serials Book/photos
T6753	PMV109	*Griffin*	Serials Book/photos
T6754	PMV110	*Grasshopper*	Serials Book/photos
T6755	PMV111	*Gorilla*	Serials Book/photos
T6756	PMV112	*Gypsy*	Serials Book/photos
T6757	PMV113	*Gloucester*	Serials Book/photos
T6758	PMV114	*Greynam*	Serials Book/photos
T6909	PMV265	*Greenock*	Serials Book/photos
T6910	PMV266	*Grays*	31/01/40 ex-8RTR Serials Book/photos
T6911	PMV267	*Grampus*	31/01/40 ex-8RTR Serials Book/photos

Names seen on A12 - *Glanton, Gnome, Golden Miller.*

In addition, *The Tank: Journal of the Royal Tank Regiment* October 1948 gives the following names for 7RTR described as *"early in WW2"*, though some known to have been used in France are not included:

Gairloch, Galahad, Galashiels, Gallant, Gamble, Gamecock, Gamelin, Garbo, Gazelle, Giggle, Giraffe, Girvan, Gitana, Gladiateur, Glanton, Glasgow, Glenlivet, Glenluce, Glenorchy, Gloucester, Gnat, Gnome, Gnu, Goat, Godiva, Godstone, Golden Miller, Goldilocks, Goliath, Gondolier, Good Luck, Gordon, Gorgon, Gorgonzola, Gorilla, Gort, Gosforth, Gossip, Gough, Gourock, Grampus, Grand Parade, Grantham, Grasshopper, Grassmere, Grays, Greenock, Gregalach, Gretna, Griffin, Grimsby, Grouse, Grumble, Guinivere, Gypsy.

Acknowledgements

This article could not have been completed without the help of (in alphabetical order) Andrew Foulkes, Bob Gregory, Roddy de Normann and Nick Watts. So I wish to say a big "thank you" to one and all for their help. MM

7 RTR T-6909 PMV265 "GREENOCK"

"Using these two figures I hope to demonstrate how contrast can be obtained on blues using two different techniques..."

The Gourgaud and Davout figures together.

A Tale of Two Blues!

Ian Succamore demonstrates his different techniques when dealing with blue uniforms on two 54mm scale figures.

Gourgaud

Davout

The two Napoleonic officers featured here are, like many of their counterparts, dressed in blue, but two very different shades of blue. It has been said that blue is difficult to paint because if the highlights are too subtle, then the folds in the cloth will fail to show. Being too bold with the highlights makes the blue look far too light and changes the overall tone of the colour completely. However, this is true of many colours; highlights that are too light on reds make them look pink, greens change in the same way, yellows are just as difficult, the list goes on! Using these two figures I hope to demonstrate how contrast can be obtained on blues using two different techniques that are very similar in nature.

Both of these figures are from Le Cimier and they are many years old. The officer in the light blue uniform depicts Gourgaud, while the officer in the dark blue uniform depicts Davout.

Gourgaud

Baron Gaspard Gourgaud was born in 1783 in Versailles. He was an artillery officer, and was one of Napoleon's prominent officers in his many campaigns across Europe and Russia. He received the title of Baron during the Russian campaign where he was the first to enter the Kremlin and seized a quantity of gunpowder. Gourgaud enrolled in the Kings army after the abdication of Napoleon, but later re-joined his Emperor's cause after he escaped from Elba. He was then promoted to General and Aide-de-camp, and fought at Waterloo.

After Waterloo it was Gourgaud who the Emperor entrusted with the letter he had written to the Prince Regent asking for asylum in England. His ship was not allowed to land. Determined to join his Emperor in exile he then sailed to St. Helena, where Napoleon was imprisoned. He later left this company after some friction with the other officers but always remained a staunch supporter of Napoleon. He died in 1852 at the age of 68. His legacy is his account of Napoleon's 100-days, leading up to his defeat at Waterloo in 1815. This was in some places critical of the campaign, but very rarely sheds much insight into what the author's role in the campaign was.

The figure is portrayed in a straight 'up and down' pose and is the creation of Bruno Liebowitz of Le Cimier. He is nicely cast and easy to clean up, and although the figure and therefore the mould are now quite old, it has stood the test of time. The braiding on his tunic and trousers is particularly well done.

Davout

Louis-Nicolas d'Avout (or simply Davout) was born in 1770. He rose to become one of Napoleon's Marshalls, and appeared to have a prodigious talent for soldiering. He became 1st Duke of Auerstaedt, and 1st Prince of Eckmühl. He was known as a disciplinarian (sometimes interpreted as cruel) who earned him the title of the "Iron Marshall". His reputation marked him as one of Napoleon's finest commanders, and was the youngest to be promoted to the rank of Marshall. He was again, a prominent figure in Napoleon's campaigns.

After a series of fine military achievements (he was never defeated in the field), earning him his many titles, Davout fell out with Napoleon in

Basecoat of Gourgaud's face and coat has been painted.

1812 during the retreat from Moscow. He was commanding the rear-guard that Napoleon deemed was moving too slowly. He was replaced by Marshall Ney, and did not re-join his Emperor on campaign again until the 100-days in 1815. He was not present at Waterloo but was instead entrusted with the defence of Paris after the subsequent defeat.

Unlike the Gourgaud figure, this figure has unfortunately not stood the test of time. The casting is fairly straightforward in white metal, and easy to clean up. The pose, on the other hand, looks stiff, although this could be in keeping with the attitude of the man he is supposed to represent. The proportions, however, appear to be inaccurate, his right arm appears to be growing from below where his armpit should be, his left arm looks too long, as is his neck… to name but a few issues! On the other hand, his head and face appear to be a pretty good likeness to the portraits of Davout that I have encountered.

Painting

The faces of the two officers were painted using Lifecolor's (LC) Flesh Set, with only a few additions of facial tones. Red for the cheeks, tip of the nose and lips. Dark brown (near black) for the 5 o'clock shadow. Dark brown was also used for the eyebrows.

Light blue

The technique I used to paint the light blue was to start from a basecoat of approximately the tone I wanted for the finished garment. Then to go lighter with the highlights, then darker again with the shadows to take the tone back down to the original colour.

To get an even layer of the basecoat I used an airbrush. Andrea Colour (AC) Napoleonic Blue and Prussian Blue were mixed in equal measure, thinned with water, and then liberally sprayed over the areas required. I masked off the undercoated head (which was painted next) and the waist, to allow easier painting of these areas when the time came.

With an even foundation laid down subsequent highlights and shadows are always easier to paint. Once upon a time I used to start with the shadows and then paint the highlights afterwards. Not for any reason other than that's how Bill Horan did it. These days, because I find it easier, I tend to start with a darker basecoat, then work towards adding more highlights. This time, however, I decided to start with a basecoat of approximately the colour I wished the final clothing to resemble, as I did not think starting with a darker basecoat in this colour would work. I began the highlights by adding more Napoleonic Blue to the base colour. Subsequent highlights were achieved by adding more Napoleonic Blue, until I was using neat Napoleonic Blue, about three or four highlights in total, making sure the edges of the colours added were blended into the previous colour by quickly feathering the edges with a moistened brush. The last highlight was Napoleonic Blue with a little Vallejo (AV) Off White added. This was only a subtle change in colour. Too much white would then change the overall appearance into a much lighter blue than desired. This was the time to be subtle and move onto the shadows. I could always go back and revisit the highlights at a later date to touch up the areas I did not feel were light enough.

The shadows began with the base colour. This is where using simple mixes pays dividends. Using a 50:50 mix of only two colours allows the repetition of this colour to a near exact match with greater ease. The more colours used in a mix means greater complexity and less ease in repeating the same colour time and again. This can be beneficial when creating skin tones, as everyone's skin tone is different, but not when you want items of clothing to appear to be the same colour. I then proceeded with the shadows by adding more Prussian Blue to the base colour, until I was using neat Prussian Blue. When painting shadows I use a series of controlled washes. These washes assist in blending the previous colours together. The final shadows were painted by adding a small amount of LC Black to the Prussian Blue.

I make no secret of the fact that I like painting reds. I always try to add some red to any figure I do, and this one was no exception. I also used a similar starting point with the red as I did with the blue. Firstly, I mixed AC Napoleonic Red with AC Dark Red in a 50:50 ratio, again this was so that I could keep the basecoat simple. Highlights began by adding more Napoleonic Red to the base, then straight Napoleonic Red (same process as with the blue so far). This is where I digressed from the blue 'formula' and added AV Orange to the Napoleonic Red for the next highlight. For the final highlight I then added LC Flesh to this mix, again being careful not to overdo the highlights. Shadows were realised using neat Dark Red, followed by adding LC Black.

Once the blacks were painted I moved onto the silver braid. This I undercoated with LC Black. Silver printers ink was then mixed with black oil paint to give

The author's finished Gourgaud figure.

RIGHT: Top half completed, seen from the back.

ABOVE: Views of the Davout figure during painting. Top half completed, except the gold braided areas and the medals, which have had a basecoat of paint.

ABOVE & RIGHT: The author's finished Baron Gaspard Gourgaud figure.

Undercoating the trousers and gloves in a medium grey colour. The gold braid and the medals have been completed.

First highlights on the trousers and gloves.

Second highlights on the trousers and gloves.

a gunmetal colour. This was used for the basecoat. Shadows were painted on with straight black oil paint. Highlights were neat silver printers ink. Detailed braiding on cuffs and collars and down the front of tunics I find very difficult to paint using this medium, I feel I am splurging the paint on rather than delicately placing the paint where I wish it to go. This is why I prefer the control I get with acrylic paints. However, the consistency of acrylic metallic colours I have in my drawer are not much better than oil paints, and I prefer the finish I get with printers inks.

Dark blue

For painting the dark blue I began with a darker base colour than I intended for the final garment. Then I worked lighter, in fact, much lighter with the intention of increasing the levels of contrast without making the garment too light. With this method I feel more in control of the levels of contrast. Shadows were then added in a similar way to the first method described, meaning the contrast is achieved through the addition of increasing levels of highlights, rather than levels of both highlights and shadows.

As is my prerogative (keep it simple!), I began with a basecoat of Prussian Blue. This was airbrushed, as before, after the face had been basecoated. The areas which would eventually be white, and the face, were masked off before airbrushing began. When the blue basecoat was even I then completed the face, and moved onto the highlights of the blue. I used Napoleonic Blue mixed with the Prussian Blue in gradually increasing amounts until I reached a highlight which would suffice as the lightest one. This lightest highlight happened to be the same colour as the basecoat on the Gourgaud figure. In fact many of the mixes were identical. The shadows were then painted with a gradually darkening mix of the Prussian Blue plus Black. So the process and the colours for the painting of the two blues were very similar, with quite a drastic difference in the overall tone achieved. It is for this reason that restraint is required when painting the highlights on the darker blue, and the shadows on the lighter blue. If restraint was not shown then these two figures may well have ended up wearing coats that looked approximately the same colour, with only slight differences in the variations of tones, rather than the drastic difference in tone shown here.

With the obligatory red areas painted I then moved onto the rest of the figure. Before the white and black areas were painted, I painted the gold braid. I used AV Burnt Umber for the basecoat. Over this I painted gold printers ink mixed with Burnt Umber oil paint in the same methodology as with the silver areas of the Gourgaud figure. The slight alteration to this recipe was the detail on the braid. For this I mixed the gold ink with the Burnt Umber oil paint, and into this I added Yellow Ochre and Titanium White oil paint (a mix I picked up from reading Danillo Cartacci's excellent book about painting miniatures). Once this detail had been painted onto the gold I then added further shadows with washes of Burnt Umber oil paint.

A note about painting white

Similar to painting black, when painting white, never, ever start with pure white. The final highlight should be painted with pure white. If your basecoat begins too light, then you are restricting yourself regarding how many levels of highlights can be

Third highlights on the trousers and gloves.

Further highlights on the trousers and gloves.

Final highlights on the trousers and gloves.

LEFT: Shadows on the trousers and gloves.

used. I began with a dark grey basecoat mixed with Off White and Black (following my prerogative again). If you wanted worn and dirtied whites then add a light brown colour, but as this is depicting a high ranking officer, I wanted his trousers laundered "whiter than white". To achieve this look I gradually increased the amount of white used in the mix to achieve the highlights, until the final highlight used was pure white. By adding the white gradually to a dark basecoat you can paint as many highlights as you wish. I am not sure how many highlights I used, but it was upwards of five, until I achieved the desired effect. What little of the basecoat remained visible left a good starting platform for the shadows to be painted over. As the basecoat was so dark only a few shadows were required.

Painting the blacks was achieved using the same method as painting the white… in reverse. This again sticks to my prerogative of keeping it simple.

Matt varnish

I always seal my figures with a matt varnish and Gourgaud was sealed using an old tin of Humbrol. Unfortunately this tin then lost its battle with trying to stay fluid, and became very gelatinous so I duly bought another tin which, unbeknownst to me, is produced using a new formula. I sprayed this through my airbrush onto the Davout figure, only to watch it dry like I had just sprinkled the figure with vast quantities of dust! I hastily tried to clean this off with white spirit, but with varying success. When it became clear that I was stuck with this dusty appearance in some of the recesses I decided to try another matt varnish. This time I used Vallejo's version of matt varnish through my airbrush. This was successful in as much as it covered up the remaining areas that looked covered in dust. To my horror though, this dried to a satin varnish and not matt at all!

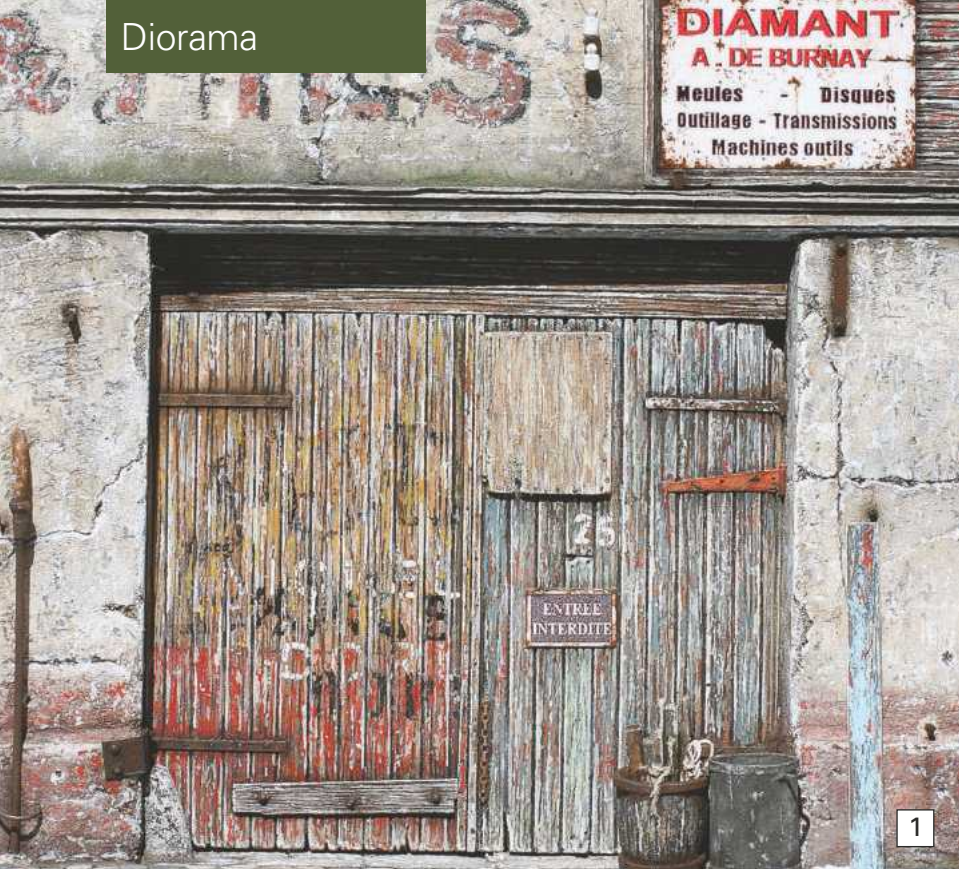
Back to the drawing board and that reliable source of information the ***MM*** website at **www.militarymodelling.com** and I would like to extend my thanks to all those who responded to my pleas for help. Following advice I duly bought a pot of Testors' Dullcote Lacquer, which can be used through an airbrush when thinned with cellulose thinner. This dried more matt than any other product I have used before; it rescued both the figure and my decreasing optimism for the successful outcome of this figure. At one point I believed that a re-paint would be the only option. I certainly won't be using Humbrol varnish for this purpose again!

Finishing

With the figures painted I then mounted them onto a simple base painted with a black and white marble floor. A basecoat of white paint was streaked with varying tones of white in varying thicknesses. Over the base a grid was drawn with a pencil and ruler, making each tile 1cm square. These tiles were then filled in with black paint, which was then streaked with varying black tones to replicate the marble. This was then coated in a satin varnish through an airbrush.

My Dad has many of these French officers from Le Cimier that he wants me to paint. I shall paint them all one day, and probably finish them off in the same way, as it looks pretty effective. You can just imagine them all gathered in a group around their Emperor in a palace in Paris, or Versailles, chatting about the next campaign. As long as I keep the mixes for the blues simple, then they will all look good together. MM

ABOVE & LEFT: The author's finished Marshall Davout figure.



1

Old Wooden Doors

Emmanuel Nouaillier shows how to represent dilapidated doors on miniature buildings.

This exercise is intended to simulate as realistically as possible old wooden doors in the smaller scales (**Photo 1**). These doors are often repaired or patched up and sometimes seen on farm buildings, individual garages, small sheds and suchlike. Those discussed in this article were made for scratchbuilt buildings, however, these techniques for the very fine ageing effects on wood can be used on commercial kit parts to impart a more dilapidated appearance where necessary.

Photos 2 & 3. Everywhere you'll find countless wooden doors, which have been repaired in a makeshift manner. For the scenic modeller these offer some strong variations of the genre and nearly always they are dilapidated and suffer from the effects of the weather and ageing.

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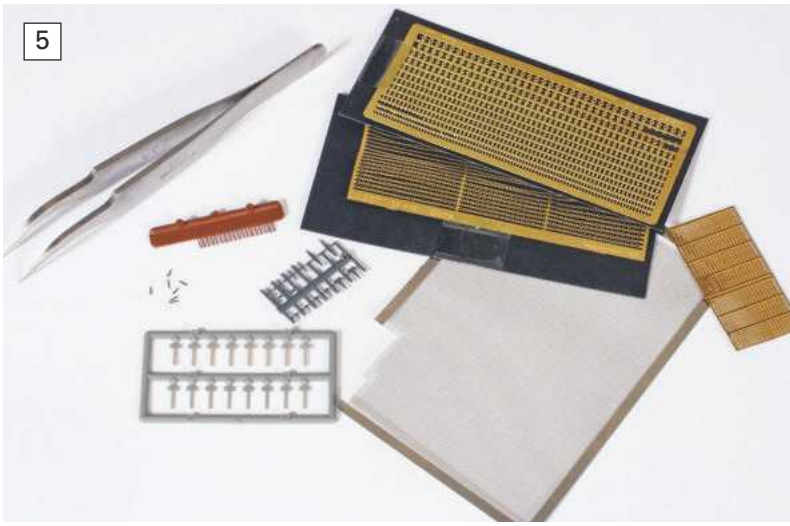
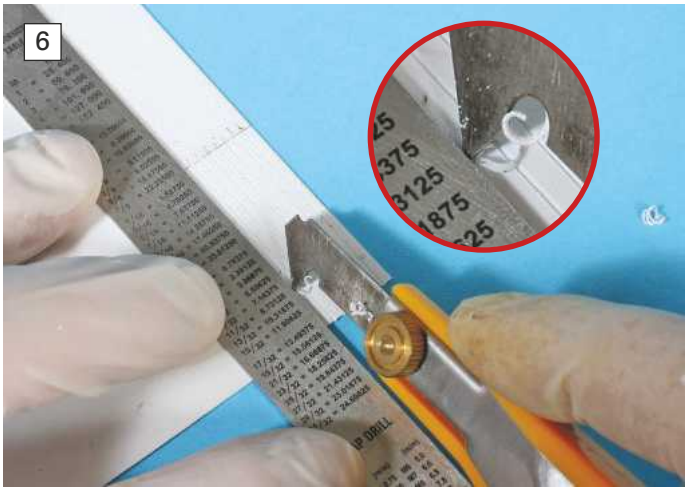


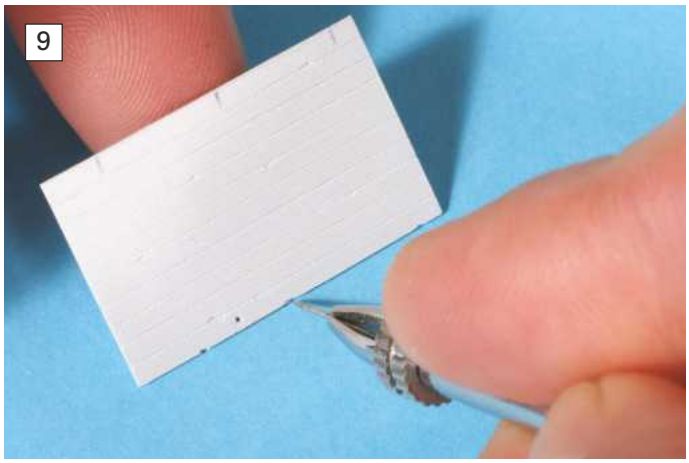


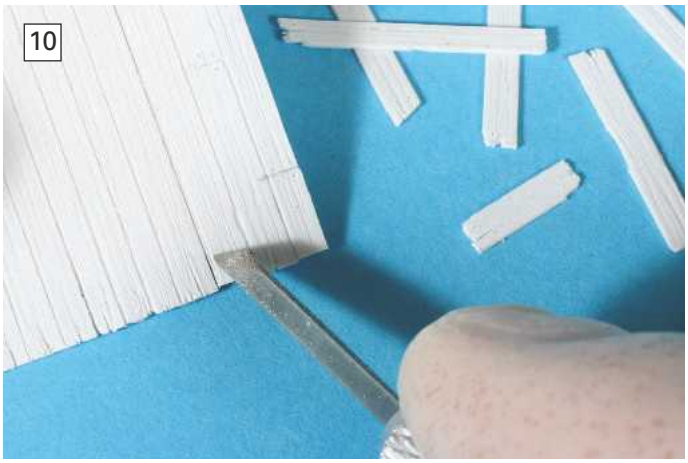
Photos 4 & 5. Reproducing such doors requires some small commercial items and tools; photo-etched nuts and chains (Aber); hinges and bolts (Grandt-Line/Tichy); micro mesh 'square' (Scale Link); some very small nails, as well as specific tools such as the Olfa P450 'V' groove cutter, various engraving points, sharpened needle points and some very small blades.

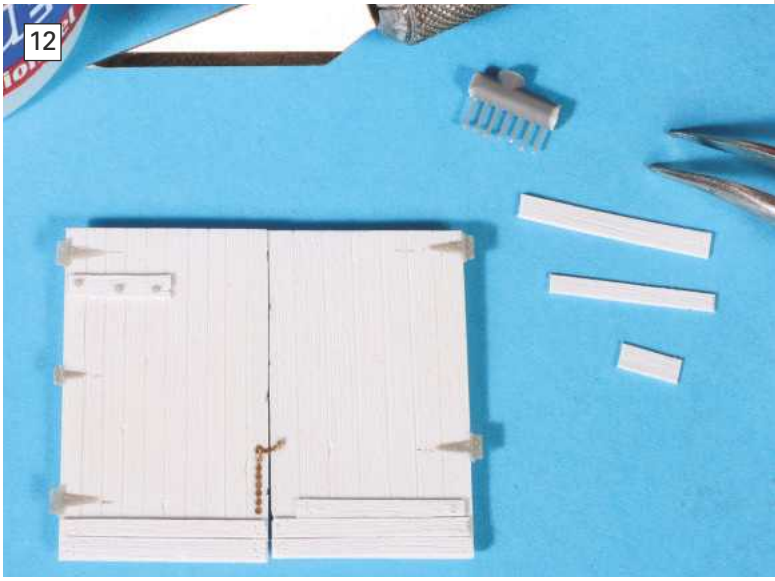
Photo 6. On a 0.75 or 1mm thick plastic sheet determine the outer overall dimensions of the door and then draw each plank at regular or irregular intervals. I engraved each joint with an Olfa P450 'V' groove cutter.

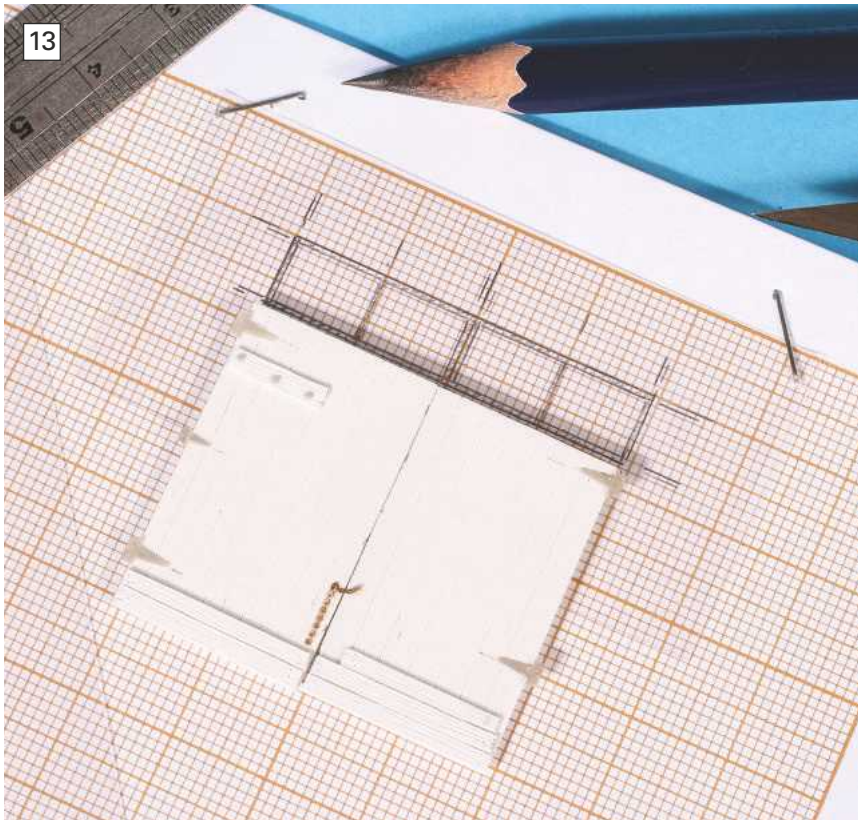
Photo 7. Deep and visible veins in wooden parts can be created with a standard engraving point. However, this is only a first stage to mimic the wooden effect in the small scales.

Photo 8. To complete the first effects of wood grain texture, pass a fine wire brush several times over the surface of the door, working up and down to obtain the desired result. This will also 'clean' the first engraved lines as well as add new, but much finer ones. At this stage it's important to remove any residue clogging up the grooves you have engraved with a soft bristle brush.







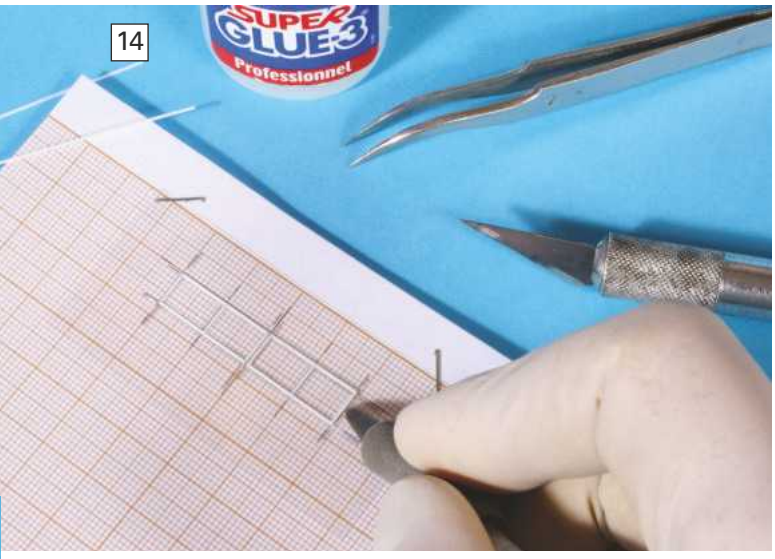


Photos 9 & 10. Once the wooden surface appears realistic, separate the door from the sheet. Scribe it in the middle before trimming it on both sides. To make it look dilapidated, I use the point of a needle as shown here to give the illusion of damaged boards between the joints. You can also distress the bottom of the planks to produce a jagged and rotten look.

Photo 11. With this stage complete, assemble both parts using cyanoacrylate glue. Ensure the assembled door fits perfectly into the slot provided for the purpose. Cut the bottoms of the planks if you require a jagged and rotten appearance.

Photo 12. Small details can then be added. I added the boards to strengthen the lower door that I'd made when I engraved the whole door. After sticking them in place, I reproduced the nails by simply making holes with a needle. Grandt Line hinges were used and attached avoiding any accurate alignment to enhance the 'home-spun' appearance. Finish off by adding a small piece of Aber's photo-etched chain.

Photo 13. I made some windows to go over the upper edge of the doors. In this case, as with other similar equipment, I drew the frames very accurately on graph paper then placed a piece of 0.12mm glazing material larger than the required window over the drawing using Scotch tape to hold it firmly in position.



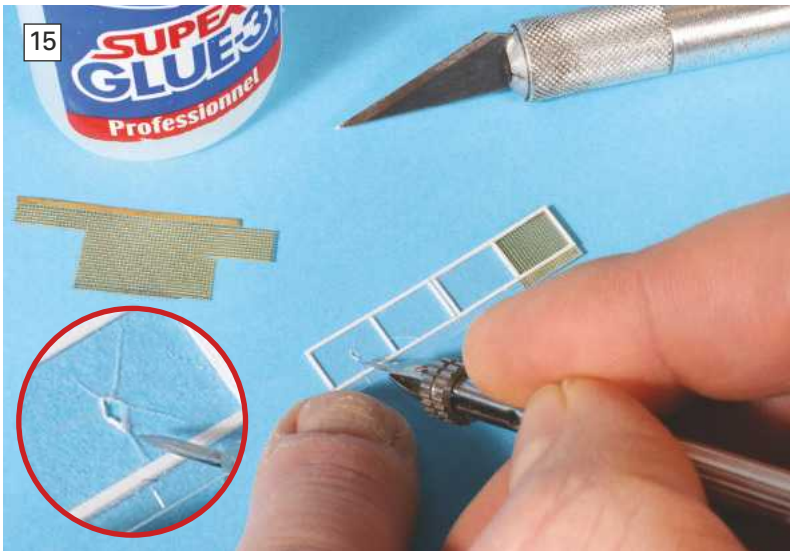


Photo 14. With strips of Evergreen 100 I build up the wooden frames. These are, of course, also carefully scribed to imitate the fine wood grain!

Photo 15. Like the boards making up the door, each windowpane can also be aged and both cracked and broken panes can easily be depicted using the tip of a scalpel or a needle. Try missing some panes that can be plugged by one or more pieces of wire.

Photo 16. When the overhead window frame was assembled I attached it to the door with cyano glue.

Photo 17. I made another similar door with overhead windows of the same type... but this time with some notable differences.

Photo 18. The model ready for the painting and ageing stages using very simple methods. First, begin the colouring with multiple applications of Humbrol paints from grey through brown to beige. I 'dragged' on these colours in the direction of the grain with a broad flat brush dipped in mineral spirits. The aim is to get multiple shades of bleached wood, a typical weathered appearance characterised by the effects of the different elements.

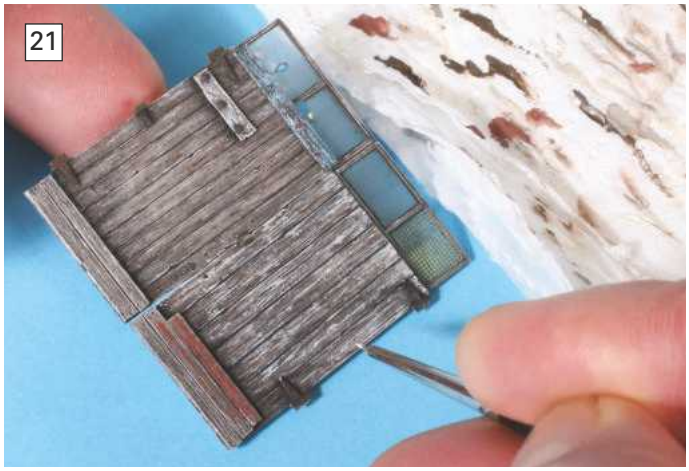


Photo 19. Once everything is dry apply an overall wash of matt black acrylic fairly evenly with a broad flat brush, always working up and down the assembly to highlight the ribs and joins of the boards.

Photo 20. After the wash had dried I focussed my attention to the panels to produce a dirty effect, achieved by working with natural and dark grey pigments brushed in the direction that rainwater would run off the door. If necessary, as a finishing touch, you could apply black pigments in the corners with a small brush.

Photo 21. I use a micro-painting technique to produce peeling paint on some of the nailed on boards or the door itself. Here I used Vallejo acrylic paints (Ivory, White, Bright Red, Sky Blue plus Brown Leather and Chocolate) to enrich the appearance of the exposed natural wood.

Photo 22. I completed the weathering by dabbing light green and natural shades of pigment on the bottom of the door to emphasise the rotten planks. I picked out the hinges and the reinforcing boards by dry-brushing them with black pigment.

Photo 23. Finally, the metal parts were 'rusted' (hinges, grille and chain) and coloured with Humbrol paints before treating them with either a wash of dark earth acrylic or rust pigments.

Photos 24 & 25. The doors added to the buildings where they bring a strong contrast to the miniature façades.

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RIGHT: Graham and Alyson Baker of Gramodels, also early pioneers, producing mixed-media kits in both resin and white metal. The range includes WW1 and WW2 military subjects. A special interest is in military railways with flatwagons in several model railway scales, intended to be used on working model railway layouts.

The MAFVA column

News and views from the Miniature Armoured Fighting Vehicle Association

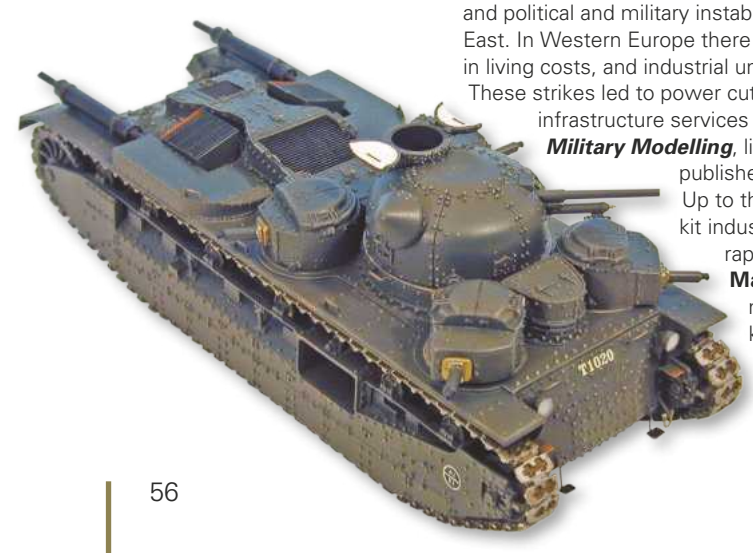
John Ham explains how small manufacturers have helped our hobby.

All photos, unless otherwise credited, by the author.

ABOVE: Peter Bailey of Bull Models and London MAFVA has a range of small scale mixed-media kits with an early WW2 and the BEF as a speciality interest.

INSET: Karl-Gerat Siege Mortar by Eric Clark Models came with 60 and 54cm barrels to create Thor *or* Ziu. *Eric was the first manufacturer to produce resin models from car body filler. Very basic by today's standards, but this was pioneering work. The range included models that were not available from plastic kit manufacturers, that would have taken modellers many hours to scratchbuild if they wanted one for their collection. For more on the history of resin kits see* Tankette *48/2. (Photo: John Rulton, London MAFVA)*

BELOW: Doing what the small manufacturers do best. The Independent from Accurate Armour is unlikely to be regarded as a high demand subject by mainstream plastic kit manufacturers. The range extends from WW1 to present day.



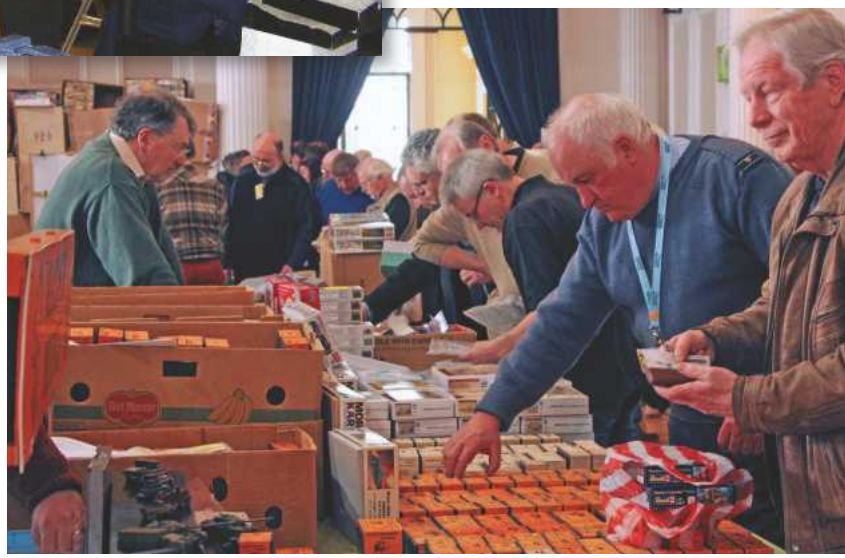
Few younger modellers will be aware that in the mid 1970s and early 80s, the plastic kit industry nearly died. This was a turbulent time with high oil prices caused by oil pricing cartels, and political and military instability in the Middle East. In Western Europe there was high inflation in living costs, and industrial unrest as a result. These strikes led to power cuts, failure of essential infrastructure services and shortages. ***Military Modelling***, like other magazines, published austerity issues. Up to this time the plastic kit industry was growing rapidly with **Airfix** and **Matchbox** as the main military vehicle kit manufacturers in the popular small scale, and a recently established **Tamiya** in 1:35 scale. The rapidly escalating oil price hit plastics industry very hard, and both Airfix and Matchbox ceased trading. Tamiya was forced to reduce manufacturing output and reduce their ranges.

During the period of increasing popularity for model kit building in the early 1970s, some modelling enthusiasts began the home production of resin kits to supplement those of the plastic kit manufacturers. These were usually items unlikely to be made by the main kit producers, or conversion kits using mainstream plastic kits as a base. By modern standards these resin kits were basic, but at the time they represented an enormous advance in adding to the variety of kits on offer to modellers. Other media were to join resin as the base material of kits produced by these small manufacturers – white metal, vacforms (plastic sheets of parts formed over a mould), and later, etched-brass. Prices were relatively high compared to mass-produced plastic kits, but these were labour intensive and costly to run businesses, and at the beginning, producing items to order as a service to modellers. Most of these early 'cottage industry' pioneers, as they came to be known, no longer exist as businesses, but their legacy lives on in the small manufacturers of today, making products of a quality only dreamed of by the pioneers.

Today's small manufacturers often have their own websites with images of their products, but nothing beats being able to examine these at the many shows which they support as vendors. The industry now widened and also includes manufacturers of decals, tools, and self-published books.

For many of the small manufacturers both current and past, the plans and information resource in *Tankette*, have been invaluable in providing information to make their masters for reproduction. The plans are produced by draughtsmen whose main interest are drawing plans as accurately as information will allow, often from fellow members'

LEFT: Armourfast Models produce good value 1:72 scale injection-moulded tank kits suitable for wargames and junior modellers. Tracy Layton supports many shows, including the MAFVA Nationals and On Track, and is very keen on encouraging youngster participation.



researches, who wish to share their findings with the rest of the Association. Subjects are very wide ranging covering not only armoured vehicles, but softskins, artillery, fortifications, and military railways. Many of these small manufacturers are also MAFVA members, who may also offer to other members, as an additional benefit, a discount on their products. This list of discounters is published in *Tankette* from time to time. To avail yourselves of these discounts you may need to show your MAFVA membership card, or quote your membership number. For MAFVA membership, check the website **mafva.net** for current rates. The website also has an index of *Tankette* articles for members searching out information for specific interests or projects, and the Information Officer **researchinfo@mafva.net** can sometimes access out of print literature held in MAFVA archives.

John Ham
chairman@mafva.net

ABOVE LEFT: Milicast formation display team seen at the On Track show is one of the longest-running small manufacturers, with a wide range of kits, conversion kits and accessories. A large part of the range consists of simpler kits that make up to good models, but are also suitable for wargames use.

ABOVE RIGHT: Matador Models has a wide range of mixed-media kits and conversion kits in 1:76 and 1:48 scales covering army and airfield vehicles of several nations in WW1 and WW2, and includes some military railway subjects. (Photo: Natalia Claringbold)

BELOW: Mike Starmer of Starmers Armour, is a specialist on British WW2 vehicle camouflage and markings and also a Tankette *contributor. He produces a range of self-published booklets on camouflage colours, and good quality small scale WW2 decals, often including unusual items not done by other manufacturers.*

LEFT: The large and impressive Mulberry Harbour diorama by Barry Sharman seen at the On Track show. Researched from numerous sources, and a very meticulous piece of work containing many, scratchbuilt and converted items. (Photo: Natalia Claringbold)

Small Scale Scene

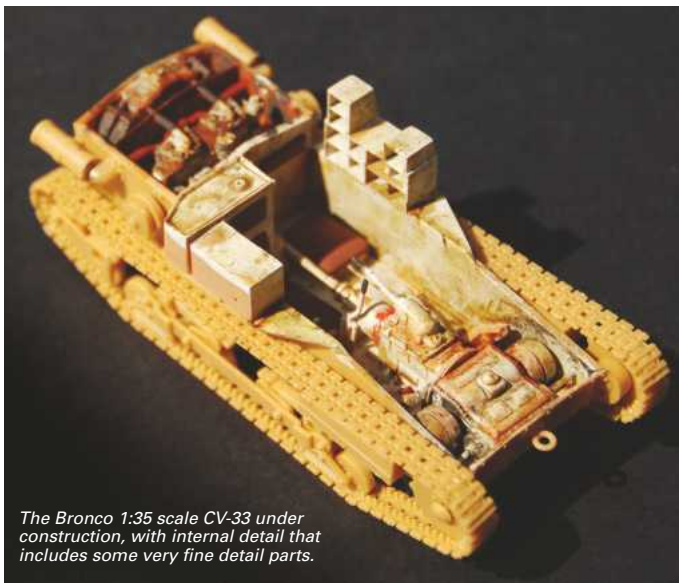
Robin Buckland's monthly column for military vehicle modellers.

ABOVE LEFT: Box art for the new 1:35 scale sWS Cargo Variant from Bronco Models.

ABOVE RIGHT: Box art for Tamiya's new 1:48 scale Russian 1.5-ton truck.

A couple of models I have been building recently got me thinking about some new trends in kit releases these days. For some manufacturers, the desire for extra detail in models has provided us with some beautifully detailed kits, but due to this they are broken down into some really tiny parts. An example is the 1:35 scale CV-33 Italian Tankette from Bronco, where just as one example, the four tiny spark plugs need to be removed from the sprue and fitted to the engine block! The detail is delightful, but those parts are really tiny. Okay, if you want a fully detailed model, and this one has *all* the engine and interior details to fit inside the hull which gives a lovely end result.

At the opposite end of the scale, in 1:72 scale, there are a number of successful ranges of wargames models designed for easy construction, and usually with two complete models in the boxes. Ranges from Italeri, Pegasus, Armourfast and the Plastic Soldier Company all come to mind. In between comes the well-detailed model but one which does not have the complexity of others. For these, there are after-market accessory sets which are popular, to add the extra detailing if you want to. With commercial sales in mind, it must be ever more difficult for manufacturers to decide what is the best option to go for when planning a new kit. Every one of us will have varied views on these, but at the end of the day I find the variety that is available in the hobby these days is amazing.



The Bronco 1:35 scale CV-33 under construction, with internal detail that includes some very fine detail parts.

The second apparent 'trend', is for bigger models as scales get larger. It is particularly noticeable in ship models, where the popularity of the larger 1:350 scale models, and most recently even 1:200 scale for ships as large as the *Bismarck* and *Missouri* is a growth area. Dragon have a few huge 1:6 scale armour kits, while the new company of Merit are making 1:18 scale artillery and even with figures, there is continued growth in larger scale models. One result of these increases in scales and detail can mean higher costs for the models. There is even a 1:32 scale B-17 available these days, and how many models that big do most of us have room to keep in our homes? They are not the pocket-money toys of our youth and are aimed quite squarely at adult collectors for the most part. Mind you, having said that, new computer games are not cheap and they seem to sell well enough for youngsters! I'm not sure where this will all take us, but there is certainly plenty of variety out there in the market place, and that is an exciting thing.

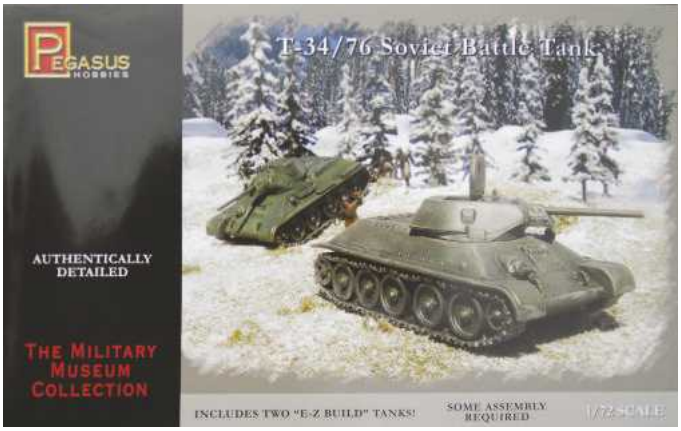
Bronco

Essentially a kit that has been released before, by Great Wall Hobby. Taken on now by Bronco Models, their 1:35 scale sWS General Cargo version, the unarmoured variant of this late-war half-track. It has lost the figures and fuel barrels for cargo, but it has got some tweaks, the most obvious of which is the inclusion of the new full tilt. Moulded in a clear plastic, this will assemble well, leaving the clear panels in it, as can be seen in the box art.

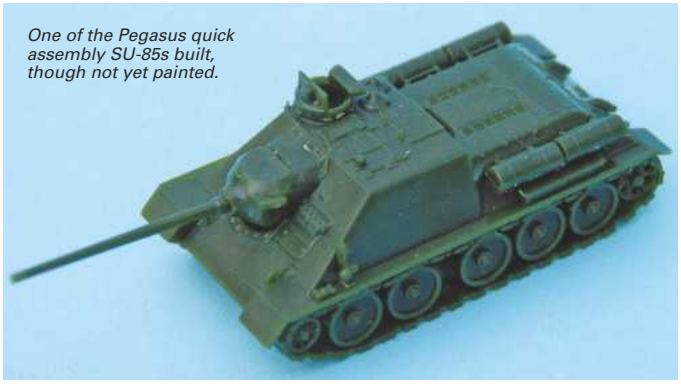
Though we have seen it before, this is a very well detailed model, and does involve a lot of parts. Individual track links that need to be assembled for each side amongst all the other detail fittings, so this is not a quick build. Bags of detail in the running gear and chassis, along with the engine and transmission all included and needing assembly. As is now usual, Bronco have included a poster of the box art which can be framed and hung on your study wall, along with a well detailed instruction booklet and sequence of 18 construction stages. There are three marking options provided for, all with a plain *Dunkelgelb* colouring and the third option being an example in Allied hands, where they put a captured one into service for themselves. Thanks to Bronco Models for our sample. **Hannants** are the UK importers.

Tamiya

Another neat addition to their ever-growing range of 1:48 scale models is a Russian 1.5-ton Cargo truck, complete with a driver and some figures to seat in the cargo bed. Based on a US chassis, large numbers of these were built in Russia during the war. The model represents a 1941 version, where they simplified the cab and the front mudguards to save on materials and make them simpler to produce, even reducing the number of headlights to



ABOVE: Box art for the Pegasus Models 1:72 scale T-34/76.



One of the Pegasus quick assembly SU-85s built, though not yet painted.

one rather than two. With an open cab, save for canvas side screens and roof, it must have been extremely cold for the drivers using these, especially in a Russian winter. So not really designed with comfort in mind!

The kit is moulded in the usual Tamiya style, and the fit of parts is first class. All the truck parts are on just two sprues, and assembly is quite a quick and easy task. The figures come also on two sprues, a duplicate of each other, plus another one with their weapons choices and personal equipment, along with a heavy machine gun. There is a choice of heads and arms for the two figures on each sprue, so you can mix and match so the figures do not have to be identical. The weapons and equipment sprue gives you an opportunity to make even more differences by using the options provided. Colour scheme suggested is plain Russian Green, though with a black painted chassis, which was usual on these. So an easy build for an interesting looking model, made to Tamiya's usual high standards. Our thanks to Tamiya and **The Hobby Company** who are the UK importers.

Pegasus Hobbies

More now from their 1:72 scale range. Following on from their kit of the SU-122 we looked at last time, there are two other models in the series that make good use of the same basic chassis. There is the T-34/76, a basic gun tank, along with an SU-85 assault gun. As is standard in this range, they are both quick assembly models, though the outer roadwheels are separate to fit into the one-piece track units. The track itself looks a touch on the heavy side in terms of thickness, but for quick build wargames models these are okay. Added to which, there are again two complete models in each box. Interestingly, the SU-85 does include the gun barrel for the larger SU-100 as well. The other difference between these two kits is that while the SU-85 does include the distinctive cylindrical fuel tanks on the back, the T-34/76 gun tanks don't carry them in this case. So another good couple of kits for the wargamers who want multiples of a particular vehicle, quick to assemble and robust to withstand regular handling on a gaming table. Our thanks to the UK importers **Pocketbond** for our samples.

Revell

The range of 1:72 scale military vehicles from Revell can be relied on to produce some really very nice, and well detailed models, with only one or two exceptions over the years. This new one is another very neat and finely done model of the MAN 5-ton truck. In use with the

ABOVE: Box art for Revell's new 1:72 scale MAN 5-ton truck.

S-Models' new kit of the SU-152 in 1:72 scale.

German military for many years now, having started to enter service at the end of the 1970s. More recently the latest versions are now in use with the British Army as well.

There is something about the look of these very 'military' looking trucks. I think it is the large flat panelled cab that does it. With four-wheel drive, this 4x4 GS (General Service) truck is nicely detailed, not only in the details on the cab and rear load body, but with a well detailed chassis and drive train as well. You get a good idea of the detail if I say the first 11 stages in the construction sequence are just for the chassis. There is a full tilt provided, which you can choose to fit or not. Bodywork and cab assembly are simple enough, with some clear plastic sheet provided for you to glaze the cab windows.

There are four marking options provided for. One is an overall white example, serving with the UN in Somalia in 1994, with UN markings of course, or a plain green one with 1./JgBtl 511 at Flensburg in 1987. The other two both feature the 3-colour camouflage scheme, one with KFOR in Kosovo in 2006 and finally one with *Panzerlehrbrigade 9* in Munster in 2012. Whichever your choice, another very nice small scale model from Revell.

Revell model kits are available from all good toy and model retailers. For further information visit **www.revell.de/en** or **facebook.com/Revell**

S-Model

Another kit in their range of 1:72 scale AFVs that they describe as 'Quick Build'. That is true, as these have the track units moulded in one main piece for each side, with just the outer road wheels to add, which is indeed nice and easy. Well detailed, this makes up into an impressive vehicle and it is good to see it available in a well-detailed plastic kit in small scale as well. There are two complete models in the box, which is again really good value for money in this range which is largely aimed at wargamers, who want multiples of a type for their gaming units. These are good enough to keep collectors happy as well though.

Detail overall is very nicely done. Just a few parts which are delicately moulded and as a result need some care when removing the parts from the sprues. In particular that is the lovely Dushka for the

The Canadian Leopard C2 MEXAS is a recent 1:35 scale model from Takom.

commander's cupola, and also the grab handles on the hull sides and rear deck. There is a small fret of etched-brass details, for the towhooks at front and back, along with a saw for tool stowage. Transfers are included and give you enough for both models, each with a plain green colour scheme, though you can of course go for a winter white or camouflage finish if you prefer. Overall a very useful kit, and great to have two of these included in the box. The range is being imported to the UK by **The Plastic Soldier Company**, who of course also produce their own growing range of wargames models in both 1:72 and smaller 15mm scales.

Plastic Soldier Company

Meanwhile, in their own range of models, a new one this time in their 1:72 scale range, one I find very welcome in plastic. It is the Lloyd Carrier, along with a 6pdr anti-tank gun (or alternatively built as the US 57mm). It includes a four-man crew for the Carrier, and there are another six gun crew figures to go with each of the 6pdrs if you want it built 'in-action' rather than towed. Then to make it even better, there is two of everything in the box! So great for both wargamers and collectors, this one goes together very easily and gives a great combination and good value for money. Assembly instructions are provided for the carrier, though not for the 6pdr itself, just a sprue parts layout.
The carriers have a crew of four seated figures to put in them, and there is a full tilt provided as well. With the gun set up on the towhook, this is a good-looking combination and a very welcome release indeed in plastic. Also included are a good supply of shells and empty shell cases and a couple of ammunition boxes, so ideal for those wanting to do a diorama with them. No transfers supplied, but there are a range of sets available separately from PSC. The Plastic Soldier Company, Felstead Cottage, Sandy Lane, Henfield, West Sussex BN5 9UX and they have a website at **www.theplasticsoldiercompany.co.uk**

Takom

A modern period tank in 1:35 scale from Takom, as they have now released a Canadian version of the Leopard 1, the C2 MEXAS. An upgrade of their original C1 tanks, the C2 saw a number of upgrades, to which was added the additional protection of MEXAS armour (Modular Expandable Armour System). Now being replaced with Leopard 2s, these earlier Leopards have seen active service with Canadian forces in Afghanistan. Having been withdrawn from service in 2011, some have already been allocated as range targets and some given to museums (including two at Bovington, though without the extra armour pack).

Takom's kit is very nicely done, and the fit of parts has proved to be good. The bulk of the tank is moulded in a green plastic, while the extra MEXAS armour fittings are in a sand coloured plastic. The torsion bar suspension works like the real thing, and the wheels can all turn thanks to internal polycaps. They have also made a track that can work, using individual track links, to which you have to fit the individual guide horns in the centre between each link, and then the soft plastic end connectors. That means a lot of clean up when you remove all the parts from the sprues. What helps is to leave the end connectors on their sprues, then fit the individual links connected with the guide horns, and fit these to the end connectors on their sprue. This way it is easier to make up lengths of track. It is a bit of a fiddly job, but not nearly as awkward as you might think at first glance. The rear of the turret mounts a huge stowage bin, and of a type you can see fitted to the two examples that were donated to the Bovington Tank Museum, and which have been used for some spirited displays at Tankfest in recent years. Overall a nicely detailed kit, and there is an alternative kit from Takom I believe of the Leopard 1 without all the extra armour, and I assume the reason behind the different colour plastic sprues.
One unusual issue I came across was one part on a sprue that has been mis-moulded and I understand from Chris Meddings at **Inside the Armour** (the importer for the UK), that UK customers who have the problem with the external phone box (part number C25), if you let him know, he does have some replacement parts available if yours is mis-moulded, which Takom have provided as they recognize there is an issue in some kits. While no crew figures are included, there is one figure in civilian dress provided, in a casual stance, holding an AK. On a separate sprue, this is nicely done and very handy for use in a diorama. Four marking options are provided for, all in an overall sand scheme and as deployed to Afghanistan in 2006. Thanks to Chris for our sample, you can find out more via his own website at **www.insidethearmour.com**

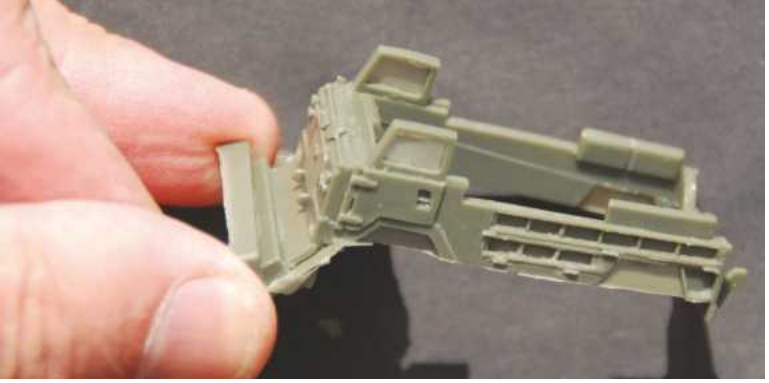
Trident

Now for the first bit of news for some time now in the smaller 1:87 scale. Based in Austria, Trident started out with metal cast models a good few years ago, and also have a number of plastic models in their range as well. These have been very much in the Minitanks style. More recently they have moved on to making resin models, which like their original metal

PLASTIC SOLDIER
Hard Plastic Military Figures for the Gamer and Collector
BRITISH 6PDR ANTI-TANK GUN AND LOYD CARRIER TOW
World War 2
1/72 scale
12 figures and 4 models

Box art for the Plastic Soldier Company's new Lloyd Carrier and 6pdr.

Box art for new 1:87 scale Land-Rover model from Trident Miniatures.



The new 1-ton Land-Rover model in 1:87 scale from Trident Miniatures in Austria.

kits, do need building rather than coming ready-assembled. One of their recent releases in this style is a British 1-ton Forward Control Land-Rover, as used to tow the British Army 105mm gun, and many of which are in private hands these days, having been retired from service. The kit is cleanly cast in a dark grey coloured resin, with no air bubble blemishes to be found on my sample. An exploded assembly diagram is included to guide you, though the parts layout is quite straightforward. A one-piece body with a separate chassis and floor combined, which also carries the driver and passenger seats moulded in. A one-piece tilt is also included. Take care removing the casting plugs, but once done assembly is quick and easy. Do remember to give the assembled kit a coat of primer before painting. My thanks to Trident for our sample, see their website at **www.trident-miniatures.co.at/** MM

New 1:48 scale SU-152 due from Bronco Models.

This new Panzer 35t in 1:35 scale is a joint project between Bronco and SKP Models.

British Airborne Weapons and Equipment set in 1:35 scale coming from Bronco Models.

Items from the DEF range due to be imported by Inside the Armour.

REALITY IN SCALE
ITEMNO. 35230
LARGE COBBLESTONE ROAD
THIS IS A HIGHLY DETAILED STREET WITH PAVEMENTS, TRAMLINES, STORM DRAINS AND MANHOLE COVERS. STREET IS 27,5 X 19,5CM
SCALE 1/35-54MM - WWW.REALITYINSCALE.COM

New 1:35 scale releases from Reality in Scale.

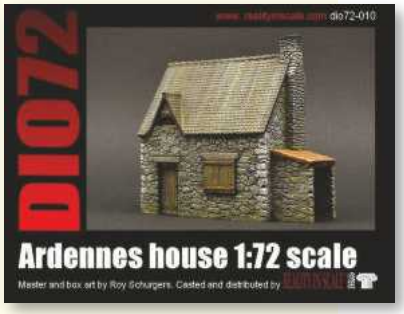
Latest kit news!

A nice mix of news this month. **Bronco** are set to release another armour model in their range of 1:48 scale AFV kits, this time a Russian ISU-152, one they have previously done in 1:35 scale. Other news from them include a 1:35 scale *Panzer 35(t)* in partnership with **SKP Model**, and a very useful set of British Airborne Forces Weapons and Equipment. News also that **Inside the Armour** are set to be importing the **DEF** range of 1:35 scale resin conversions and accessories to the UK.

Going up in scale rather, **Kit Form Services** have released a 1:24 scale kit of the British Army MOBAT. With WW1 in mind, **Tommy's War** have added a 1:32 scale Thornycroft truck to their beautiful series of WW1 figures, as both a GS (General Service) version and another mounting an anti-aircraft gun. First news has also come through recently of both **Takom** and **Tamiya** due to release kits of British WW1 tanks. Tamiya returning to their roots a bit as theirs is set to be a motorised model.

More scenic items are coming in both 1:35 and 1:72 scales from **Reality in Scale**, who I am pleased to see continue to expand their range of 1:72 scale diorama buildings among their other work. Meanwhile from Italy, **Wars by Ninive** are now doing some 1:35 scale diorama accessories and buildings alongside their 1:72 scale sets that we have looked at over the last couple of months. My thanks to Claudio Rolfi for the news.

The 1:24 scale MOBAT from Kit Form Services.



Reality in Scale 1:72 scale diorama accessories.

New 1:35 scale diorama accessories from Wars by Ninive.

From Tommy's War, 1:32 scale WW1 Thornycroft Trucks.

On Parade

Books, magazines and DVDs reviewed

The Editor welcomes publications for review. Unless a prior arrangement has been made with the Editor review samples WILL NOT be returned.

All samples intended for review in 'On Parade' should be sent direct to the Editor at the address listed under 'Editorial' on the contents page.

Italian Armoured Vehicles 1940 – 1943: A Pictorial History by Luca Massacci and Daniele Guglielmi. Published by Roadrunner.
ISBN 978-88-6261-346-0.
A large format hardback book, this is based around the private photo collection of Luca Massacci, whose lifelong interest in Italian armour apparently stemmed from his grandfather, who served in the Italian armoured units both before and during WW2. The text is dual language throughout, having both the original Italian and an excellent English translation for both text and captions.

The book is split into three main sections. Part one gives a good overview of the development of Italian armoured vehicles, from their first Fiat 3000, copies of the French Renault FT17, to the development of the little CV3/33 tankette, itself based on the British Carden Lloyd Mk.VI but an avenue of inter-war design for tankettes which never really worked in battle. It then goes through the development of the other Italian light and medium tanks, outlining the pros and cons of each type as it goes. I found it interesting reading.

Part two contains all the Appendices, unusually positioned in the middle of the book. This splits down into sub-sections on the Italian Armoured Divisions 1940-43, the AB armoured cars of the *Polizia Africa Italiana*, Italian Armoured Vehicle Colours, Vehicle Markings and then individual vehicle data tables. Some really useful stuff in here for modellers and armour historians alike.

Then we come to section three, which takes up about half of the book, featuring the Photo Gallery. This is packed with well-captioned archive photos illustrating all the various vehicle types, including armoured cars and tans of all shapes and sizes. The bulk of the photos are in North Africa, though not all. Among these the modeller will find not only detail to add to a model, but some excellent ideas for dioramas as well. The final element to the book as a set of Colour Plates with seven pages of colour profiles giving some more good ideas for the modeller wanting to get the right look for a completed model.

Overall a very useful title, as there is still relatively little available on Italian armoured forces and the author's years of collecting data and photos is willingly shared with the rest of us by way of this well laid out book.

Robin Buckland

Sturmgeschütz III on the Battlefield 2 – World War Two Photobook Series Volume 4 by Mátyás Pánczél. Published by PeKo Publishing Kft., 1144 Budapest, Ond Vezér útja 47, Hungary. Available in the UK from Panzerwrecks, PO Box 164, Heathfield, Sussex TN21 8WA. ISBN 978-963-89623-3-1. Price £23.99.
www.pekobooks.com
lee@panzerwrecks.com
www.panzerwrecks.com
There are 103 archive photos in this landscape-format book covering all the *StuG III* and *StuH III* variants that served in the West apart from the *Flammenwerfer* version. Like Vol.1 the text and captions are in both Hungarian and English. A further volume is planned to cover *StuGs* on the Eastern Front and will also describe the Italian and Western Front actions in text form.

The 4-page text introduction is about the assembly plants, crew arrangements and campaign experience, and includes an interesting table of the man-hours needed to produce the *StuG's* major components – totalling about 9,000-hours for each vehicle! Then the photos start, all of them reproduced at full-page size so very good for reference. First is one of the O-series *StuGs* on *PzKpfw III Ausf B* chassis, only used for training at Jüterbog. This one seems to be on fire and, intriguingly, lacks its gun. Next are two photos of *Ausf As* in the invasion of France, and then there are 16 *Ausf B* photos. As you'd expect, the *Ausfs C* and *D* come next with six photos, captioned with their *Ausf* where possible but they're impossible to tell apart unless the *fahrgestellnummer* is known. Next are two *Ausf E* photos, then come the *Ausf F* and *F/8* with nine photos.

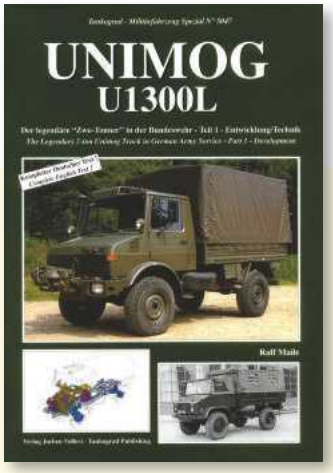
But that's only one third of the book – the remaining two thirds is all about the *Ausf G* and its *StuH III* version. This includes a very nice set of photos of an *SS-StuG-Batterie 7* funeral cortege for an officer. Naturally most were taken from ahead of the *StuG*, but they do show a lot of detail and, more to the point, they prove that the *Batterie* had at least one of the *Ausf Gs* built by MIAG on a *PzKpfw III Ausf M* chassis with its distinctive deep-wading exhaust. After those there are a host of good images of *Ausf Gs* in all variations – block mantlet or *saukopf*, with and without co-axial machine guns in their mantlet, with and without the *schürzen* side armour, and with several types of all-steel return rollers instead of the common rubber-tyred version. Yes, the famous 'Picasso' camouflaged *Ausf G* is here too in a very good print!

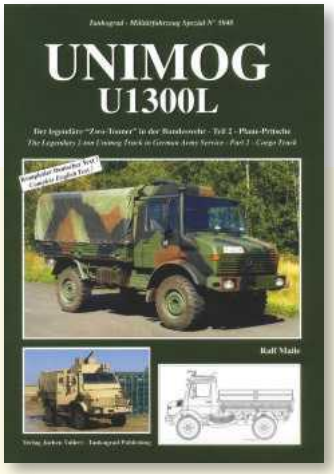
The captions give as much detail as possible about their subjects, including locations and unit identifications where known, though lack of space forced the omission of a note about that *Ausf G* on *PzKpfw Ausf M* chassis. This is a book that all *StuG III* fans will enjoy – highly recommended.

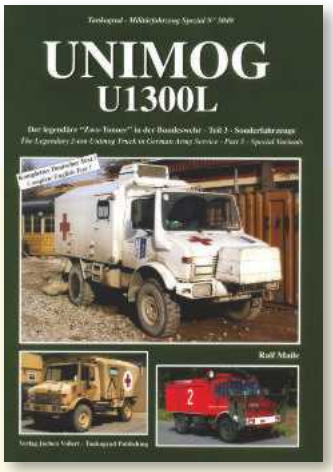
John Prigent

The Paint Guide for Figures of World War Two by Joaquin Garcia Gazquez. Published by Histoire & Collections. Available in the UK from Casemate UK Ltd, 10 Hythe Bridge Street, Oxford OX1 2EW. ISBN 978-2-35250-298-2. Price £17.50.
casemate-uk@casematepublishing.co.uk
www.casematepublishing.co.uk
From Histoire & Collections comes this new softcover English translation from the original French, with 80-pages devoted to how to paint WW2 figures in 1:35 scale by a skilled Spanish modeller who has regularly contributed to *Steelmasters* magazine.

Figure painting is a fascinating element of modelling, and if







UNIMOG U1300L - The Legendary 2-ton Unimog truck in German Army Service by Ralf Maile. Tankograd Publishing, Verlag Jochen Vollert, Am Weichselgarten 5, 91058 Erlangen, Germany. UK distributor Bookworld Wholesale, Unit 10 Hodfar Road, Sandy Lane Industrial Estate, Stourport-on-Severn, Worcestershire DY13 9QB. ISBN 978-3-936519-37-2. Price £13.99 each. general@bookworldws.co.uk www.bookworldws.co.uk

Unimog series trucks have been widely used by the *Bundeswehr* for many years. Originally designed in the late 1940s as an agricultural vehicle, their rugged construction led to them being taken into military service in Switzerland and with French forces occupying Germany. When the new *Bundeswehr* was created many Unimogs were bought with several different versions being used over the years. The most recent is the U1300L 2-ton 4x4 which has been in service since the late 1970s. Coverage of these widely-used vehicles has been divided across three volumes.

Militarfahrzeug Special 5047 deals with development including photos of early series. Two unusual 'armoured' ones would make good model subjects! Outline drawings show many sub-types and alternative bodies with ghosted views showing components. Technical data in both German and English is included.

Militarfahrzeug Special 5048 covers the most commonly used cargo versions. With technical details already covered, the book is mostly photos showing them in many locations including service with the UN and in Afghanistan plus some unusual versions in Canada. Some are also shown carrying refuelling equipment and in colourful air force markings. Add-on soft and hard armour packages are included. Detailed walkaround photos include views underneath and inside the cab.

Militarfahrzeug Special 5049 features the Special Variants. These include the *Krankenkraftwagen* ambulance, *Kabine 1* removable shelters and fixed-body versions adapted for various uses and specialist fire fighting vehicles used by air force and army units. Side view drawings in 1:35 scale are provided for the *Kabine* and fire fighting versions with walkaround photos of the ambulance, including inside the body and views of the fire fighting equipment for that type.

Together these form a detailed reference source for modellers and vehicle enthusiasts. Each is an A4 softcover book with 64-pages.

Peter Brown

done well can add so much life to a model vehicle or diorama. Personally, I have to say I have never mastered this element of modelling as well as many others, but I really enjoy seeing what others can do, and welcome it when they give such useful tips and guides to how they get the effects they do. Plenty of ideas to try ourselves by seeing how they do it. Even if it is only a particular aspect of it, such as painting faces or just eyes, down to the different materials of uniform such as woollen battledress or a leather coat, there is a lot to learn here.

The book starts with the author's explanation of light source to allow for in painting figures, which is described as 'zenithal light'. That is the basis on which the lessons continue, and how to use the light source as your guide to painting the figure accordingly. It is split into 10 main sections, starting with the basic equipment used and in the assembly and preparation of the basic figure. Then we move on to painting faces and their different complexions, again considering the areas of light and shadow, and the use of 'glazes', a build up of very thin layers of colour with acrylics to create the effect you are after. Then it moves on to standard uniforms before moving on to leather clothing, such as coats, and then how to deal with painting camouflage uniform. Next comes a section on painting equipment, including weapons, before talking about how to stage your model and creating vignettes with figures and appropriate scenery.

Throughout each stage of the process, the author deals with particular figures and takes you through the whole story of painting them, including giving all the details of the paints and mixes used, along with a series of excellent step-by-step (SBS) photos, each of which are well captioned and keyed to the main text. The painted figures look delightful, and the mix of SBS photos and the colour mixes he has used are really clear. I particularly like the results with the leather coat on a Russian tanker and equally the camouflage jacket on a German infantry figure, as depicted on the front cover. I am sure you will pick up on other elements, but overall this is a nicely produced book. If you are looking for some help on your figure painting, there is plenty of inspiration to be found in this one.

Robin Buckland

The D7 Tractor – A Visual History of the D7 Tractor in U.S. Army Service 1941-1953 by David Doyle. Ampersand Publishing, Del Ray Beach, Florida 2006. ISBN 0-9773781-8-0. Price approx. US $19.95.

As they always say, *"Amateurs talk tactics, professionals talk logistics"*. One of those logistic items is the means to provide roads, runways, access routes, and fortifications for the combat forces when and where needed, and that means engineer services.

The Holt Tractor company developed the patented 'Caterpillar' track drive prior to WW1, and its was used for many things such as 'Little Willie', the forebear of all tanks. In 1925 they merged with the C.L. Best Gas Tractor Company to form Caterpillar, and 'Cat' has been a major force in construction equipment ever since.

The D7 model was introduced in 1938 as a medium tractor for construction needs: D3/4/5 were light tractors, D6/7 mediums, and D8 and above heavy and special purpose tractors. Depending on its fittings, it weighed from 16 to 20 short tons in service. Powered by a big 4-cylinder diesel engine of some 82hp, the tractor was small enough to be easy to transport but heavy enough to be a good maid-of-all-work in service. It should be noted that the D7 model has remained in the Caterpillar catalogue since that time, and is still offered in several different versions today. This book covers the first models of the tractor and how they were used by the military during WW2 and Korea.

As noted, the D7 was only a tractor, and had to be specially fitted with different equipment sets and fittings to perform as a prime mover, mobile crane, road scraper, or most popularly, a bulldozer. David Doyle has gone through a number of sources and combed the US National Archives Signal Corps files to provide an

excellent photographic journal of these vehicles.

The primary fitting covered in the book is the Le Tourneau WCK7 'Angledozer' blade, operated via an overhead cable and sheave assembly from a rear mounted winch, most commonly from fork lift manufacturer Hyster. This required the winch to be engaged to raise or lower the blade. Tilt and angle were adjusted by manually detaching the blade and reattaching it to different fittings on the support arms, so it could have both angle and cant set for different functions.

Based on their areas of operation, later on in the war a set of basic armour protection was designed and fitted to vehicles likely to come under fire, and they are covered here in the book as well.

Different versions include use as the power for the M20 mobile crane, Le Tourneau and Allis-Chalmers scrapers and earthmovers, pipe layers, and a special beach variant designed by Donald Roebling (of Alligator fame).

The book presents all of these variants in action, and gives a great amount of detail on them showing how the Engineers fitted them out or just hung things on them when and where needed. Most of the 'in action' views show jerrycans for both diesel and gasoline fuel (the engine was started by a 2-cylinder gasoline 'donkey' engine started by a hand crank) and a portable grease pump on the running boards.

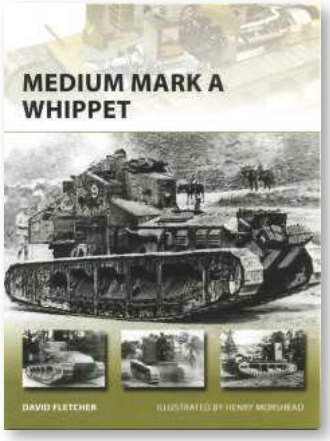
While many modellers tend to overdo the amount of mud found on tanks, this book clearly shows that in many places you can't have too much mud on a D7!

The last part of the book is a nice selection of current colour photos of two restored US military D7s in use and demonstrated for the public.

Overall this is a bit out of what many armour modellers would consider 'mainstream', but the photos show that the over 15,000 D7s purchased by the War Department were put to good use and in the forward areas with the troops in every theatre of operations.

Thanks to Pat Stansell for the review copy.

Cookie Sewell



Medium Mark A Whippet by David Fletcher. Osprey New Vanguard No.207. Published by Osprey Publishing. ISBN 978-1-78200-398-4. Price £9.99.
www.ospreypublishing.com

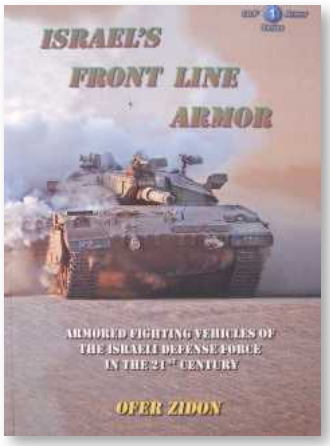
The first British tanks were large, heavy and slow. Intended to cross trenches they were of limited use for exploiting any breakthrough. The need for something faster was realised within days of the heavies going into action. First of these was the 'Tritton Chaser'. Lighter and lower than the heavies, its original design had a small one-man turret with a machine gun. Further development produced a tank with a fixed box at the back carrying three crew with mountings for machine guns on all sides. It had several faults though, the crew compartment soon got very hot while its two engines driving separate tracks needed careful management to prevent it pulling to one side. However, it was taken into service as the Medium A or Whippet and used with some success in 1918. A few were also sent to Russia with some ending up in the new Red Army while Japan bought a handful.

Better designs soon followed. The Medium B mounted the engine at the back with a fixed armoured box for the crew at the front with alternative gun mountings including ones in small side sponsons while Medium C was a larger machine with similar layout. Too late to see service before the Armistice, some Medium B went to Russia and ended up in Red Army and Latvian hands while Medium C were used by the British Army for a few years post-war. Medium D had an unusual suspension system based on a wire rope and spring; several different versions were built and tested including some which were amphibious. Another lighter tank was also developed in the USA with input from British officers based there but the war ended before it could be produced.

All these are covered here in David Fletcher's usual readable style. Period photos illustrated the different designs including some photos from the early Tank Museum collection showing tanks which were later scrapped. Colour plates illustrate a variety of colour schemes with a two-page cutaway depicting a Whippet.

Overall a very useful book rounding off the story of British tank development in the Great War that will interest modellers as much as those interested in AFV history.

Peter Brown



Israel's Front Line Armor – Armoured Fighting Vehicles of the Israeli Defense Force in the 21st Century by Ofer Zidon. Published by Wizard Publishing. ISBN 978-965-90757-2-0.

I'm going back now to the first in this series of books from Ofer Zidon featuring aspects of the IDF (Israeli Defense Force). Once again, the largest element of this 90-page softcover book are the superb colour photos of equipment in use by the IDF.

With the end of the 20th Century, the IDF found as did the British and the US that their opponents had transformed from the conventional armies of earlier times. Guerrilla forces and the increased use of the roadside bomb, or IED (Improvised Explosive Device) were changing the format of warfare. In eight chapters, the author has tackled this change, and illustrated it by going through the experiences of the IDF in a number of operations in Lebanon and Gaza in particular. It is heavily illustrated throughout with superb colour photos of the various types of vehicle in IDF service during this period.

It has seen the end of the Centurion as a front-line tank in IDF service, and while the upgraded version of the US M60, as the *Magach 7* is in use by reserve units, the various marks of the Israeli developed *Merkava* are covered in detail as they are the front-line tanks in use today. Also included though are those tank chassis which, while outdated for modern combat, can still offer a useful vehicle to convert for other purposes, and offer a cost saving by utilizing hulls that still have some useful life in them. There are numerous examples of this in the book, such as the Puma engineer vehicle, which is based on the Centurion hull, as is the *Nagmachon* patrol vehicle. As IEDs took an increasing toll of valuable IDF troops, so they have used more heavily armoured vehicles for conversion to APCs. In addition to the Centurion, this has included the *Achzarit*, which is based on the numerous T-55 hulls that have been captured in various Middle East Wars in the 20th Century. More recently there is the *Namer*, which utilises the early *Merkava* Mk.1 hulls. Both the *Achzarit* and *Namer* have the benefit, as does the *Merkava* itself of course, of having an access door for the troops at the back of the hull. This allows them to embark/disembark while protected from enemy fire by the bulk of the armoured vehicle itself. As with the *Merkava* itself, these features have been developed as a result of combat experience.

Other equipment is of course included, such as the continued use of the US built M-113 APC, and the huge Caterpillar D-9 dozer for engineering work. Others include the M-109 SP artillery along with MLRS, and not forgetting use of the Hummer of course. With colours, markings and details ideal for the modeller, the many excellent photos will provide another first-class reference to have on your shelf if you like modelling any of these modern IDF vehicles. A very well-produced book and brings coverage of the IDF equipment right up to date. A wide variety of types, the colours, the unusual variants and plenty of ideas for weathering.

For details on how to obtain the title contact Ofer Zidon at **oferz@netvision.net.il**

Robin Buckland

Stuart Asquith's round up of some of the recent releases from Osprey.
www.ospreypublishing.com

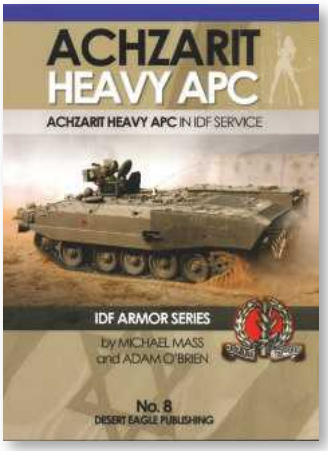
Troy: Last War of the Heroic Age (Myths and Legends 8) by Si Sheppard.
ISBN 978-1-4728-0128-9.
Price £10.99.
When Paris, prince of Troy ran off with Helen, wife of the king of Sparta, it launched the greatest war of the mythic age of Greece. Heroes and gods assembled on both sides as the combined armies of Greece launched a siege that would last for 10-years. During that time, famous heroes such as Achilles, Ajax and Hector would find glory on the battlefield before being cut down. Others such as Agamemnon, Odysseus and Aeneas would survive the war, only to face even greater challenges. Due to Homer's *Illiad* and numerous other ancient sources, the story of the siege of Troy has survived for over 3,000 years. In this new book the author draws together all these ancient writings to recount the story of the Trojan War, from the flight of *"the face that launched a thousand ships"* to the great wooden horse that brought Troy to ruin. Another compelling title in this intriguing series from Osprey.

The Chesapeake Campaigns 1813-15 (Campaign 259) by Scott S. Heads.
ISBN 978-1-78096-852-0.
Price £14.99.
As part of the British offensive on the east coast of America, 4,000 troops were taken up the Patuxent River in Maryland in a fleet under Admiral Sir George Cockburn. The force under Major General Robert Ross landed at Benedict from where, meeting no opposition, it moved towards Washington DC. Some 6,000 American militia and regulars under General William H. Winder blocked the British advance at Bladensburg, but after a minor skirmish the Americans fled. President James Madison moved from Washington across the Potomac River and the British burnt a large part of the city, including the public buildings around the Capitol. When the presidential residence was repaired it was painted white, becoming the White House. The next day the British sailed towards Baltimore, another important regional centre. The author looks at this lengthy campaign in the region of Chesapeake Bay, characterised by raids, skirmishes and amphibious operations, including the British bombardment of Fort McHenry, the inspiration of Star Spangled Banner.

Hitler's Blitzkrieg Enemies 1940: Denmark, Norway, Netherlands & Belgium (Men-at-Arms 493) by Nigel Thomas.
ISBN 978-1-78200-596-4.
Price £9.99.
It is arguable that the armies of Denmark, Norway, the Netherlands and Belgium, whose neutrality was ignored and whose territory was overrun by the German forces in April and May 1940 have often been overlooked by historians. This new title seeks to redress the balance, listing orders of battle, detailing organisations, uniforms and insignia. Poorly equipped and always outnumbered, some were overwhelmed in hours, but others fought on desperately, in one case for two months. An intriguing and interesting new book from Osprey.

Modern African Wars (4): The Congo 1960-2002 (Men-at-Arms 492) by Peter Abbott. ISBN 978-1-78200-076-1.
Price £9.99.
Since independence sparked the 1960 Congo crisis, the country has not known a stable peace. Immediate army mutinies and secession wars brought Belgian and United Nations intervention, as well as mercenaries who fought for Katangan President Tshombe until 1967. The long Mobutu dictatorship saw army reorganisations under foreign training teams, border incursions and tribal unrest. In the 1990s the fighting spilled over into the eastern provinces from neighbouring Rwanda, eventually starting the 1998-2002 Great African War. This book summarises this long and complex story, as well as depicting the uniforms and insignia of the many armies involved.

Achzarit Heavy APC in IDF Service – IDF Armor Series No.8 by Michael Mass and Adam O'Brien. Published by Desert Eagle Publishing, 9 Asirey Zion, Petach Tikva 49519 Israel.
ISBN 978-965-91635-4-0.
UK price around £25
www.deserteagle-publishing.com



The Israeli *Achzarit* (*Cruel Woman* in Hebrew) has an unusual history. It is based on the chassis of Soviet T-54/T-55 tanks, many of which had been captured during the 1967 Six-Day War campaign. Some were taken into IDF service with some improvements as *Tiran* and a planned major improvement known as *Samovar* would have replaced the gun and engine with similar items used by other IDF AFVs but this did not proceed.

That left many vehicles available for conversion into heavily-protected infantry carriers. Basically the hulls were fitted with new GM diesel engines and Allison transmissions as found on M107 and M109 series self-propelled guns. This power pack is offset to allow the infantrymen carried to enter and leave the vehicle at the back along a tunnel with a raisable roof section leading to a ramp. Emphasis is on protection, in comparison armament is limited to machine guns either on swivelling mountings or in a remotely-controlled Overhead Weapon Station.

This account gives brief details of the *Tiran* and *Samovar* with some useful photos of the latter but most of the book is a collection of photos of *Achzarit*. One section shows general views of them on exercise but the bulk of coverage is an excellent series of photos taken outside and inside the vehicle. These show several different vehicles, both the standard APC with different features such as the commander's station of early and late design, as well as the original wheel and track configuration and the later style with Centurion wheels and *Merkava* track.

Captions provide additional information by describing and naming various features. Close-up views of the weapons station with additional line drawings and power pack fitted and separate provide modellers with plenty of detail. Also shown are ambulance and Low Intensity Conflict versions. Markings get their own section. Styles vary, some are definitely hand-painted but their meaning is explained.

As with other books in this series, this is a photo study rather than a technical account but modellers tend to want photos not words. They certainly have that here!
Peter Brown

Atten-Shun!

The Product Review Column

The Editor welcomes product samples for review. Unless a prior arrangement has been made with the Editor review samples WILL NOT be returned.

All product samples intended for review in 'Atten-Shun!' should be sent direct to the Editor at the address listed under 'Editorial' on the contents page.

Meng Model

M2A3 Bradley w/BUSK III U.S. Infantry Fighting Vehicle in 1:35 scale

When Meng announced their new M2A3 Bradley IFV, there was an understandable wave of excitement. Images of the kit in development, and the fact that Meng admitted to making numerous alterations prior to release, only reinforced expectations. Well the model is now here, and it is most definitely worth the wait.

Although the box has the usual surface area, it is twice the depth. The reason becomes apparent when you lift the lid. Inside are 19 sprues in three colours, sand yellow for the main hull and running gear, grey for the engine and transmission, and green for the hull interior. In addition there are three clear sprues (one tinted green), three etched-metal frets, eight metal tubes, and several vinyl components depicting seat harnesses, co-axial mg ammunition feed, and the small cover over the gun mantlet mechanism. Finally, there's a bag of click-together track links, a comprehensive decal sheet, and a set of placards to warn other road users that playing tag with a 30-ton armoured vehicle is not a good idea! The 37-page instruction book starts with a potted history of both the vehicle, and the man the M2 is named after, General Omar Bradley. The layout of the instructions are reminiscent of Tamiya's, clear, logical, and not too many processes to any of the 61 build stages.

Construction starts with the running gear and chassis. The wheels come with separate tyres, and fit to the stub axles with polycaps, all very useful when it comes to painting. The suspension features working torsion bars and metal tubes that replicate the shock absorbers. If this sounds a little gimmicky, this feature along with the working track will make posing the finished model on an uneven surface a breeze.

A large proportion of the model naturally involves the extensive interior. The engine, transmission, driving and main compartment are highly detailed, certainly more than enough for the view available through the hatches. The turret interior is possibly less well appointed, but will still look suitably busy. There are some excellent touches included, such as a small template for curving the photo-etched mesh screens that fit around the turret basket. It may be possible to improve on the detail, but I seriously question the point. That's how good this kit is. The main feature of the kit is BUSK III, or Bradley Urban Survivability Kit (produced by BAE Systems), to provide enhanced protection in built up areas. The BUSK kit consists of extra armour panels, reactive armour blocks which can be fitted in modules or as a complete set, and bullet-proof glass panels around the commander's hatch which are reproduced in both clear and tinted styrene. The main compartment has increased survivability seats fitted, which are complimented by the vinyl harnesses supplied in the kit. Both the 25mm Bushmaster main gun and the M240 co-axial mg have hollowed out muzzles courtesy of slide moulds. The twin tube TOW missile launcher can be posed up or down, and can be depicted with the missile tubes in or out of the launcher. The same is the case with the smoke grenade launchers, giving the option of having grenades installed or not. The anti-slip surfaces seen on the horizontal surfaces of the M2 are well replicated on the model and will show up well under careful painting. Twin air-conditioning units are fitted at the rear of the vehicle and are detailed with beautifully delicate photo-etched mesh screens. I think careful studying of the instructions will be vital, partly due to the involved nature of the build, but also to ensure that everything that needs painting is accomplished.

The neat little touches that adorn the model just keep coming, one particular favourite is the etched masks provided for painting the tyres and the rubber track blocks. The extensive decal sheet provides markings for three different Bradleys, and along with the warning placards, will make for a very distinctive looking vehicle. I'm having trouble thinking of anything this kit requires, other than some on-vehicle stowage that all these AFVs seem to carry. I could go on, but the real test will be when the kit is built and painted, something I'm very much looking forward to. Obviously there is a long way to go, but this could quite possibly be one of the best kits ever produced.

Simon Hammerton

Meng Model, Rui Ye International Co., Limited, Flat/Rm. A30, 9/F., Silvercorp Int'l Tower, 707-713 Nathan Rd., Mongkok, Hong Kong.
Tel: +852 9666 9759521-1.
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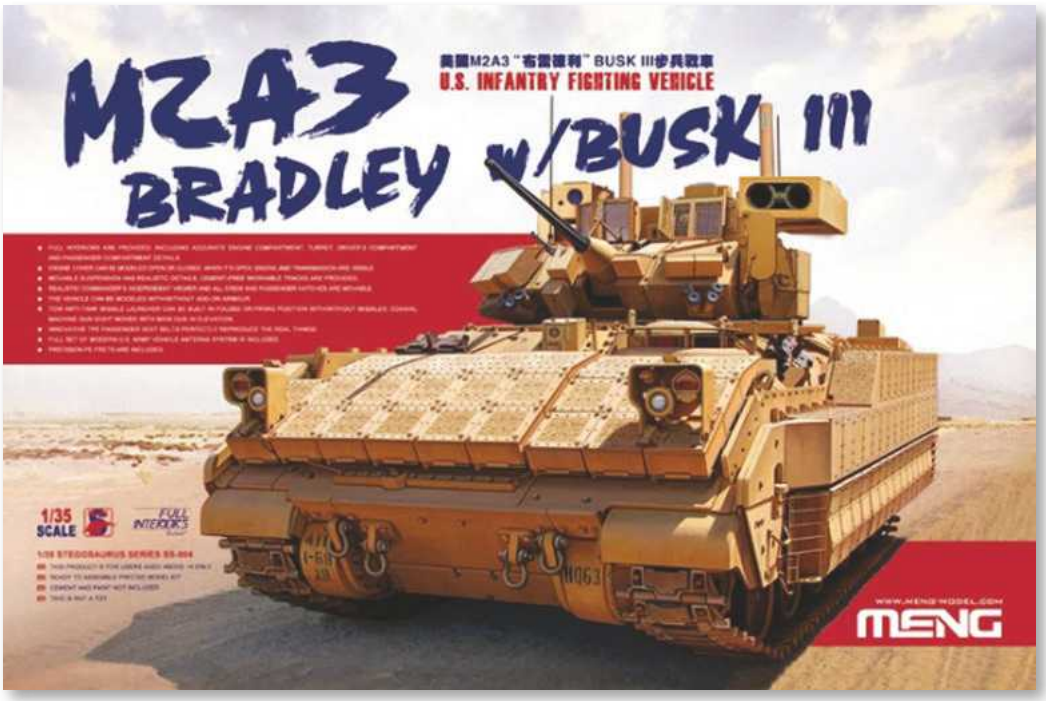

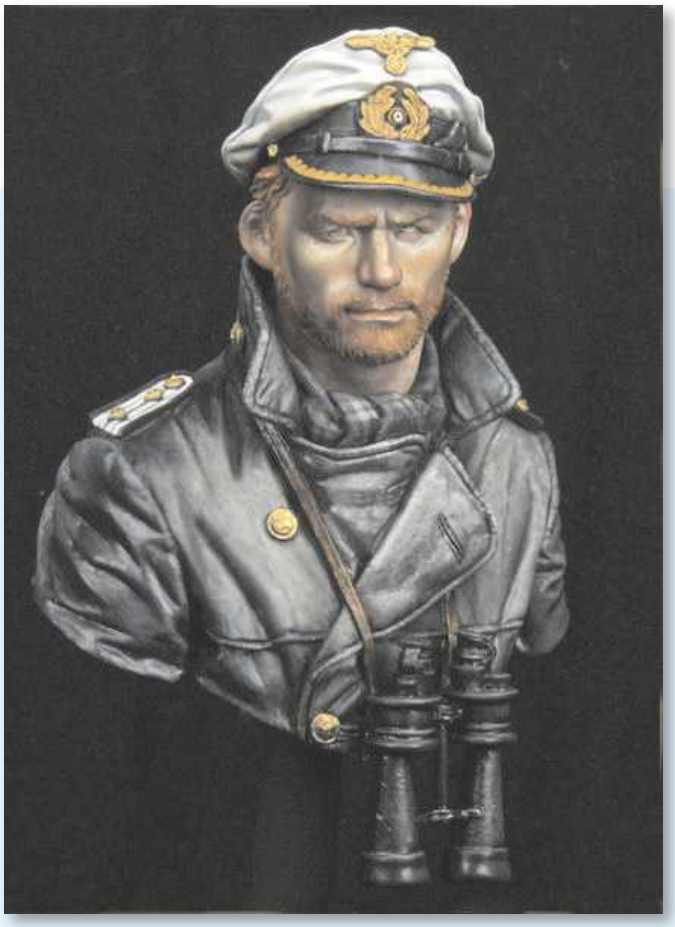

Young Miniatures

U-Boat Commander WWII resin bust in 1:10 scale

One of Young B. Song's latest sculptures for his Young Miniatures' cast resin bust range is a German U-Boat Commander of WW2 (item YM1847). The pose is archetypal 'U Boat Commander', white-topped 'crush' cap, leather coat and *Kriegsmarine* binoculars. There are seven parts in the kit that includes a cast resin post on which to mount the figure and a version of the Second World War *Kriegsmarine* submariner's badge the *U-Boot-Kriegsabzeichen* presumably for base decoration. Several manufacturers made the original badges, gilt on zinc, and they can differ slightly. The badge was worn pinned on the left lower breast of the tunic of officers and other ranks.

The figure assembles easily after the pips left from the moulding process are cleaned off. Unfortunately in our sample the binoculars showed minor distortion, probably premature release from the mould, and the 'Laughing Sawfish' badge on the cap brim hadn't formed correctly. Otherwise, everything was top notch.

A leather coat with rank straps on the epaulettes with two 'pips' for a *Kapitänleutnant* (lieutenant commander) the usual rank for a U-Boat skipper. Crews, including the officers wore a variety of clothing from British army khaki battledress taken from stocks left behind after the BEF evacuated France in 1940 to acquired Italian and German 'leathers'. Photographs show that U Boat 'fashion' varied considerably.

The 'Laughing Sawfish' insignia on the cap was a motif from a Type VIIC boat, U-96, *Kapitänleutnant* Lehmann Willenbrock with the motif painted in green with a white outline on the conning tower. This later became the insignia for all of *9th U-Bootflottille* out of St Nazaire and U-96 along with its commander was the subject of the film *Das Boot*. This and other conning tower badges were worn on cap bands and forage caps.

Kirill Kanaev painted the example in the photos accompanying this review. Other *Kriegsmarine* 1:10 scale busts in the Young Miniatures range are 'U-Boat Crew WWII' (item YM1818) and 'S-Boat Crew' (item YM1803-R). Young Miniatures are available from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ.

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Airfix

Gloster Javelin FAW.9/9R in 1:48 scale

One of the classic Cold War British jets, the Javelin is another of the lovely Delta Wings, akin of course to the Vulcan, though with a tail. Airfix recently released this excellent 1:48 scale kit of the Javelin and another very neat kit it is. I think Airfix seem to manage to keep going from strength to strength in their new releases.

A large model, with options in position of flaps and air brakes, undercarriage up or down. If you do it with wheels down, then dropped flaps etc may not be accurate but I suspect many modellers will still go for this just to showcase the extra details that would otherwise be lost to view. Even the 'flat' of the tyres on the main undercarriage is moulded in, so simulate the weight of the airframe when standing on the ground. The other thing to mention I think is the inclusion of the jet pipes inside the fuselage. Much is hidden in the dark, but so different to just the 'hole' that we used to take for granted on old jet models. They have also included the ladder for the aircrew to access the cockpit, which is itself nicely detailed. I am sure some after-market companies will do something with extra details, maybe resin ejector seats, but one the canopy is closed up, the ones in the kit really won't look too bad.

Three options are provided for, the 9R having an in-flight refuelling probe. Plenty of underwing stores to choose from, including the Firestreak missile, and drop tanks. The three options are a camouflaged FAW.9R of 64 Sqn in Singapore in the 1960s, an FAW.9 in an all-metal finish from the OCU (Operational Conversion Unit) in 1966 and finally another camouflaged FAW.9/9R from 33 Sqn in 1962 and one which is now preserved at the Jet Age Museum at Staverton. Whichever one you go for, the other element to allow for is all the airframe stencils, some of which are tiny, but there are simply loads of them. I haven't counted them but it must be at least a couple of hundred! So quite a task just to apply them on the airframe, pylons and underwing stores.

All in all a very solid looking aircraft, with a beautiful delta wing and Airfix have done a really good job with it. Our thanks to Airfix for our sample and this is available now.

Robin Buckland

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Value Gear

Resin Accessory Sets in 1:35 scale

One of the biggest sectors of the resin after-market products has been stowage, which is critical for anyone trying to replicate a vehicle in the field under actual use conditions. Soldiers have always wanted to drag along anything of value and comfort if at all possible, and photographic evidence from WW2 shows that a lot of the forward units had a 'gypsy caravan' look that is hard to replicate.

Most of the sets come in upgrade kits, which means they are relatively expensive based on what else is in the kit. But many modellers just want something to toss in the back of a jeep or on the engine deck of a tank, and not a new turret, hull, tyres, etc. Up until now you either bought one of these sets and only used a couple of items and put the rest in the parts bin, or made your own from Epoxysculpt, Kneadtite or another similar product.

These nice new sets from Value Gear are another option that solves the problem for a great number of modellers. Offered in different scales and for different eras, each set comes with about 12 to 30 different items, all relatively generic in shape and consistency, which fit the part. Having dealt with tents, vehicle tarpaulins and canvas over the years, once it is used it never rolls up into the neat packaging it came in and always looks lumpy and dirty.

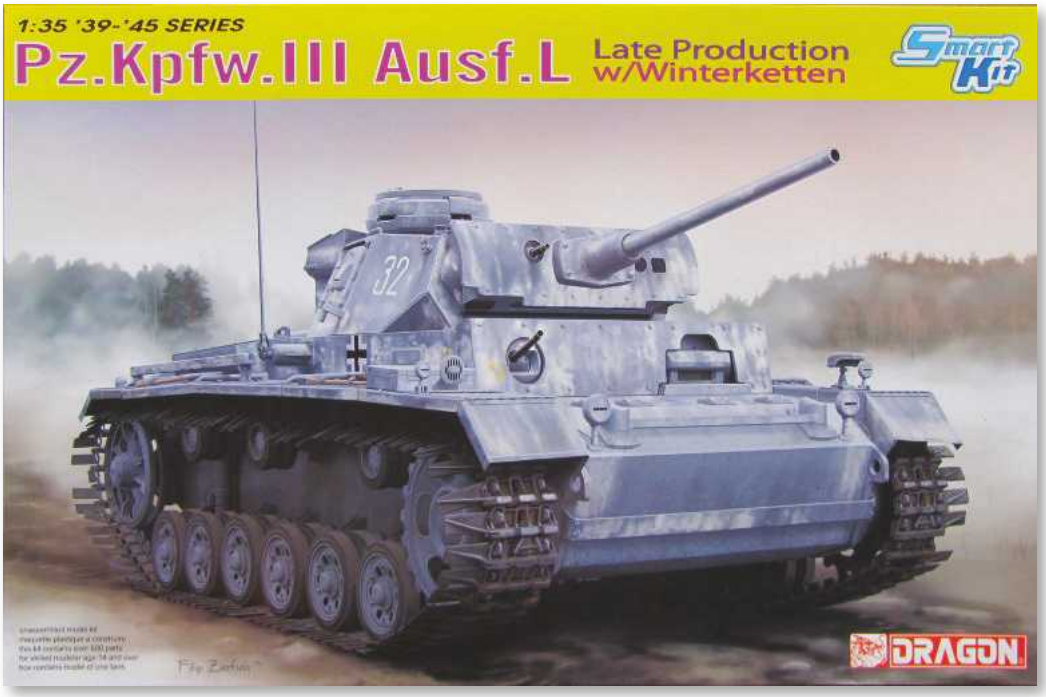
Both of the sets received for review (Nos.1 and 6) offer 16 different castings with minimal sized pour blocks (mostly flat footers) that cover small to medium size tarpaulins and tents, the latter often coming with poles secured to the bundles. Few have anything approaching a crisply folded shape but all of them look the part, and when cleaned, painted and weathered will enhance any model.

These are pretty much WW2 or Korean War era items with a possible stretch to Vietnam; most modern US items use a heavy plastic cover and different types of straps. Most of the straps here look like heavy-duty leather or cotton webbing.

Overall, this is a fast and relatively inexpensive way to fill up cargo beds or engine decks and turret bins to achieve the right sort of 'look'.

Cookie Sewell

www.ValueGearDetails.com



Dragon Models Ltd

Pz.Kpfw. III Ausf. L Late Production w/Winterketten in 1:35 scale

Dragon has now released a kit (item 6387) of an *Ausf L* with the *Winterketten* they introduced on an *Ausf N* kit in 2010 to expand their line of 'Winterized' German tanks. The *Winterketten* are provided as 'Magic Track' single links with the extended blades on the outside of the track, but this kit does not have the ice cleats as well.

Other than specific parts to build the *Ausf L* there is little different from previous Dragon *Panzer III* kits. As it is a late product *L* the hull pan has no side hatches. It retains the full torsion bar suspension from the other kit and the detailed suspension components and muffler assembly. As with the *StuG* all hatches are separate with some interior details and can be positioned as the modeller chooses. All engine deck ventilators are spaced and mounted on separate frames to get the correct appearance and 'lift' needed to give an accurate representation of the original.

The kit provides some of the options for spaced armour arrays to include the additional armour. Options also include blackout or clear headlight lenses and the *kugel* mount for the bow machine gun. All viewports and viewers may be positioned open or closed as well. Once again, this kit includes the rudiments of a turret interior, which is accurate as far as it goes.

As noted this kit offers Dragon 'Magic Link' single link 40cm tracks with the extended blades moulded in place. But unlike the earlier two kits (*StuG III G* and *Panzer III Ausf N*) they have deleted the set of ice cleats.

The kit provides three finishing options: Pz.Rgt. 15, 11th Panzer Division, Kharkov 1943 (grey with whitewash patches, white 32); Unidentified Unit, Kharkov 1943 (grey with whitewash patches, red 221); Unidentified Unit, Kharkov 1943 (grey with faded whitewash coating, red L32). All markings are targeted and from Cartograf.

Overall this kit provides yet another option for the popular *Panzer III* series from Dragon.

Cookie Sewell

Price £49.99

Dragon Models Ltd., Kong Nam Industrial Building, 10/F, B1, 603-609 Castle Peak Road, Tsuen Wan, New Territories, Hong Kong.
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info@dragon-models.com
www.dragon-models.com
UK distributors, The Hobby Company, Milton Keynes MK5 8PG.

UMM-USA

Adjustable Mitre Box

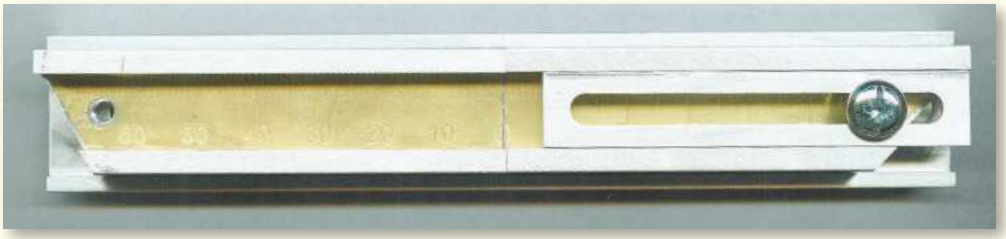
Half the fun I get out of going to shows like the AMPS International or IPMS USA Nationals is seeing John Vojtech and the latest tools and items from his UMM-USA company. This year at the AMPS 2014 show he had a new fully adjustable small mitre box.

Even if you do not scratchbuild models, there are times when you need to cut strip, rod or tubing to a precise length and with square ends. While tools like the NWSL Chopper (or a similar product) is great for thin strip, it tends to cause slanted cuts among larger diameter round objects or thick strip. This means it really needs to be cut with a mitre box and razor arrangement.

Larger (relatively speaking!) mitre boxes like the popular ones from Zona and Xacto are often hard to maintain control as the pieces slide around inside the box, and there is no provision for a 'fence' or blocking end section to ensure identical length parts.

Last year at AMPS 2013 I picked John's Micro Mitre Box (item UMS 02), which is designed to work with their UMM-USA Razor Saw using .005" blades or other similar thickness microsaws. The tool is 90mm long and has a gate in it 5.5mm wide for material, as well as a stop that can be adjusted at one end for either angled or vertical stops for the material. Depth to the mitre section is about 50mm.

This tool is much larger and covers the gap between the Zona/Xacto boxes and the Micro Mitre Box. Machined out of three sections of heavy brass and aluminium, the tool is 150mm long when set at its lowest adjustment level and can handle materials up to 11.5mm wide and 5mm deep. As both halves of the mitre section can be independently moved, the mitre box can take materials up to 240mm long.



There is a millimetre gauge on the bottom of the track the sections ride in and also a gauge on both halves of the mitre box. The box can be adjusted for either left or right-handed use as well, as there is a screw mount for the end block on both sections of the mitre box. Adjustment is made by loosening any of three Philips screws in the mitre box.

Overall this is a very handy item and something many modellers will be delighted to use as it fills in a gap between the Micro and the bigger mitre boxes.

Cookie Sewell

Price US $48

Trumpeter

Russian T-80 BV MBT in 1:35 scale

Until the last year the T-80 tank had been ill served in 1:35 scale models, with only an old Dragon kit based on photos and a very poor Lindberg one (cloned by Firefox from Eastern Europe) and two slightly better SKIF kits. Now, hot on the heels of the Xact T-80U comes this BV from Trumpeter (item 05566).

Like all of the recent Trumpeter kits, this one is stunning and a bit daunting in the number of parts provided. It provides for building the T-80BV with the 'nominal' fit of ERA containers – 'bricks' in slang due to their shape – without the full fit for the skirts. I think the reason that configuration was rarely seen was that it was too easy to damage the skirt bricks in training, and most commanders wanted to ensure they could use them in combat. If I remember rightly, a full fit is 211 bricks on the skirts, glacis and turret of the tank.

Breakdown of the kit is similar to other modern Soviet/Russian kits from Trumpeter. It is similar to their T-64 kits but the shock absorbers are more detailed as is the rest of the suspension. Happily for modellers, this kit offers options of either styrene or etched-brass for many of the details, so the modeller can use whichever one he prefers. Also, for the front mud/dust flaps (found on later model T-80BVs) the modeller has a choice between 'hard' styrene and flexible vinyl which can be attached with plastic cement. (I have had good success with this, so obviously somebody at Trumpeter has a handle on it!)

In Step 4, a large number of holes must be drilled in the glacis (from the inside) to accommodate the glacis ERA bricks. Note that the exhaust grille for the hull (part G28) is a styrene part; while some would have preferred etched-brass, the actual grille is a bar-type assembly and this is a better representation (but does have some flash to clean out).

In Step 8 the engine grille screens are all individual parts and there are eight of them (PE-A38) for each intake grille (parts H24/25). Surprisingly this kit does not come with the racks for a third 200-litre auxiliary fuel tank on the top of the engine deck (J8), but these were more common on the B series than the U series as seen on the Xact kit.

Step 9 is the track assembly, and as with many Trumpeter kits there are separate links and guide teeth. They do provide four handy assembly jigs for assembling the lengths of track. One track run is listed at 80 links, and there are about 184 complete links provided in the kit and eight spare links in brown.

In Steps 11 and 12 you have a choice of skirt; the first tanks were fitted with attached 'footloops' (actually they were handles for moving the front skirt sections but worked either way) or the later ones with the footloops cut into the skirt material. Your choice. Both sets come with the stud bases for the full ERA fit if you have an after-market set and wish to install all of the bricks. Trumpeter only provides the 'above the trackguard' strip of nine bricks per side.

In Step 13 Trumpeter would have you install the unditching log (S3) in the brackets for it that were installed in Step 3. Given those are made from etched-brass this may not be the best approach, and it may be easier (and more solid) to try and fit them all at the same time.

Turret assembly starts in Step 15. While the snorkel assembly for the OPVT system is pretty straightforward, note that each of the angled ERA brick arrays on the turret are made up of six parts with an etched-brass bracket (PE-B8) holding them at the proper angle. There are also five different sets of bricks so a great deal of care will be needed in fitting them to the turret shell. At least there are no holes which need to be drilled in the turret.

The only part of the kit I found curious was the OPVT snorkel intake trunk, which on the original T-80BV consisted of two sections of a plenum that fitted together and had a pipe connecting them. One was solid but the other had a mating collar to fit the snorkel intake tube. This kit comes with the plenum but has an intake opening in both of them. One is sealed and one is open, so it could have been a later fit to the vehicle. Very late models mounted the plenum on the end of the snorkel tubes, but as with earlier ones the kit mounts them on the right rear of the turret.

Step 17 covers the assembly of the mantlet. While Trumpeter provides two of them, one at zero elevation and one at roughly three degrees elevation, so far I have not seen any difference with either one, but think the actual elevation permitted is about a degree and a half.

Step 19 covers the commander's cupola and NSVT machine gun mount. There are 53 parts to this assembly - and it is a manual mount, not the 1EhTs29 remote control one on the T-64 or T-90!

Final assembly covers installation of the gun (a three-piece styrene one) and fitting the turret.

Four different finishing schemes are provided: 3-colour (dark green/black/sand) modern Russian, bort number 41, Guards badge on searchlight cover; 3-colour (dark green/white/light brown), bort number 703 and Russian flag flashes; 3-colour (dark green/black/white), bort number 210; all over 'Protective Green' (Soviet era), bort number 410, unit insignia, Guards badge. A sheet of decals is provided with all markings.

Overall this is a very impressive kit.

Cookie Sewell

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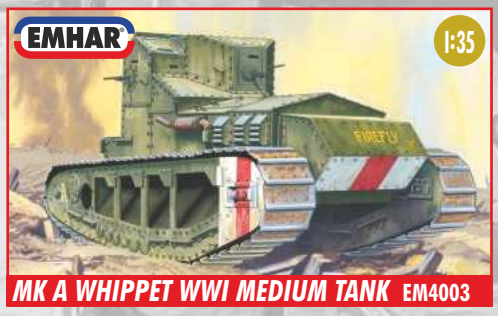

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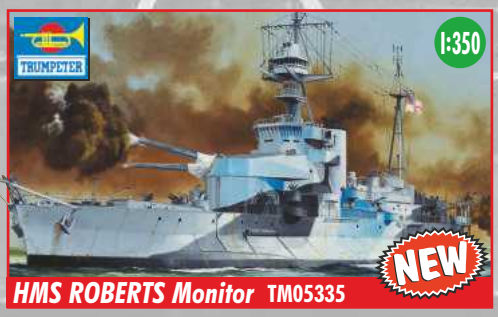

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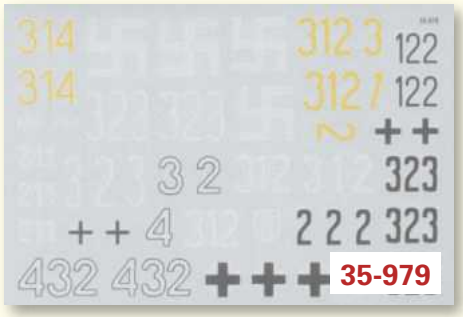
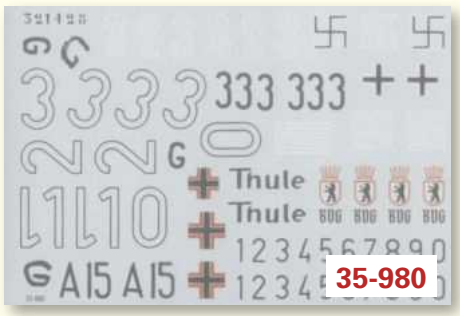
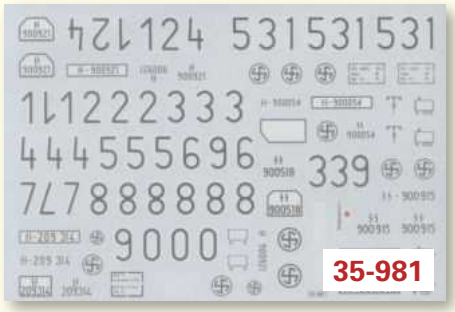
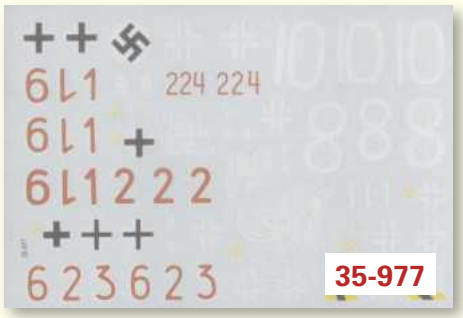
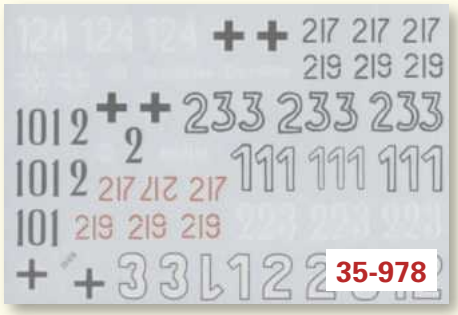










Star Decals

Decal sets in 1:35 scale
A variety of units using a wide variety of equipment were used in the last-ditch defence of the German capital at the end of the European war. These three new sets cover some of them.
All the items have been based on period photos so giving variations in styles and designs. Each decal is clearly printed in matt finish and comes on its own small section of backing sheet which will need slight trimming. Full-colour drawings show the subject vehicles with details of colour schemes and marking positions.
35-979 covers Panthers with markings for five complete Ausf G tanks and one turret adapted as a bunker. The tanks come from *Kampf-Gruppe Käther* with options for two vehicles with *swastika* turret markings, 10. SS-Panzer Division with two different turret numbers, 21 Pz.Div Pz. and Reg. 29 plus an unidentified unit. The *Panzerstellung* was operated by Pz-Kompanie (Bo) Berlin. All had three-colour camouflage schemes.
35-980 has markings for Tiger I from *Kampf-Gruppe Käther* including *swastika* emblem with alternative turret numbers allowing a choice from three vehicles, Tiger 2 from s.SS-Pz. Abt. 503 with three different turret numbers, a Hetzer named *Thule* from an unidentified unit and a *StuG III Ausf F* of an unidentified unit with darker outlines to its crosses, as well as a *Panzerstellung* based on a *Panzer IV Ausf G*. An unusual addition is decals to mark one of two Berliner S-Bahn trams!
35-981 gives markings for 11. SS-Friew. Pz. Gren. Div. Nordland. A wide range of vehicles is covered, from a *Kubelwagen* and a Ford-based *Maultier* half-track truck to an *SdKfz 223* armoured car and *SdKfz 250* and *SdKfz 251* armoured half-tracks. Additional decals are included for large vehicle numbers for the AFVs.

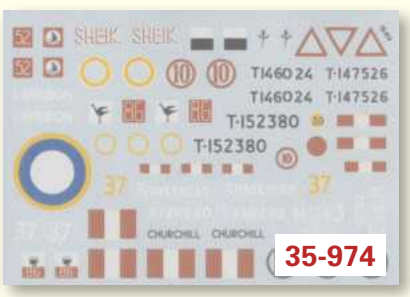
35-975: Syrian T-54 and T-55 Tanks in 1973 Yom Kippur War
This release gives markings for three T-54A and one T-55A operated by Syrian units on the Golan Heights. These would make interesting model subjects with their three-colour camouflage schemes which are shown on the instruction sheet. Markings include small geometric shapes in various colours with additional ones seen on other units as well as plain white circles, triangles and large numbers in Arabic script.

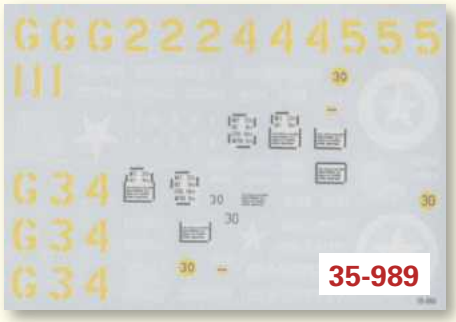
Individual decals come clearly printed in matt finish on their own small section of backing sheet which will need slight trimming.

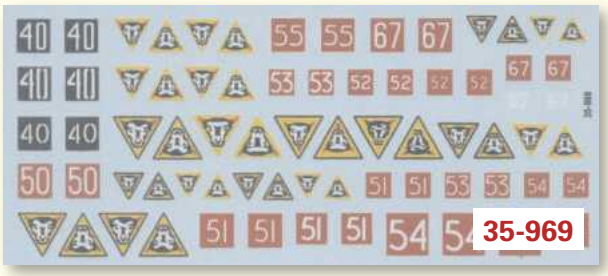
German AFVs
Three new releases covering German tanks from various campaigns. Each decal is clearly printed in matt finish and comes on its own small section of backing sheet which will need slight trimming. Instructions show the colour schemes and location of each marking.

35-976 Afrika Mix #1 *PzKpfw IV Ausf D/E Deutsches Afrika Korps* covers five different tanks. First is an *Ausf D* from Pz Reg 5 of 5 Leiche Division as landed at Tripoli in March 1941 still in its European-style grey colour scheme. An up-armoured *Ausf D* from the same unit in Tobruk in April 1941 in Grun Braun and another D seen in November 1941 with a patchy finish. Also from Pz Reg 5 but operating with 21 Panzer Division is a D/E hybrid with additional armour in *Dunkelgrau* and *Grun Braun*. An *Ausf E* from Pz Reg 8 in 15 Panzer Division also in Tobruk was in a mix of *Dunkelgrau, Grun Braun* and *Khakibraun*.
35-977 covers operations in Norway in 1940 which are often overlooked. Several tanks operated by Pz.Abt. z.b.40 are included, a Panzer I Ausf A in plain *Dunkelgrau* and an Ausf B with patches of Braun, two *Panzer II Ausf C* in two-colour finish with alternative markings allowing choices from five different tanks, and the big *Neubaufahrzeug* with optional markings for 1940 and later service.
35-978 is for mid-production Tiger I with *zimmerit*. Markings are provided for two tanks from 1. Kp. s.Pz.Abt. 501, three from s.Pz.Abt. 508 and two from 2. Kp. s.Pz.Abt. 502 all in winter camouflage in Russia in 1944, a 3-colour tank from 3. kp. s.SS-Pz.Abt. 101 in France in early 1944 and another from Kompanie Hummel near Arnhem in late 1944. Various styles of turret numbers and names are provided as appropriate.

35-974: British Tanks in Italy #1
This release gives markings for several Shermans with a variety of camouflage schemes. Individual decals come clearly printed in matt finish on their own small section of backing sheet which will need slight trimming while the instruction sheet shows the various colours and where each item goes.
Four options cover Sherman III. These include *Churchill* from 3rd County of London Yeomanry in Sicily in July 1943, *Roosevelt* of 44RTR in Light Mud and Blue-Black in 1943, *Sheik* of the Scots Greys in its unusual 'spotty' camouflage near Naples in October 1944 and an unnamed 46RTR tank in Olive Drab in January 1944. Final option is for *Cameron*, a IIA operated by 2RTR in December 1944 also







in plain Olive Drab. All markings including air recognition roundels are included as appropriate.

US Shermans in Normandy

These three sets give markings for several Shermans in France in 1944. Individual decals come clearly printed in matt finish on their own small section of backing sheet which will need slight trimming while the instruction sheet shows the various colours and where each item goes.

35-973 provides markings for four tanks. Two are M4A1 from 741st Tank Battalion as they landed on Omaha Beach on D-Day complete with wading gear. *Alligator* carried number 13 while *Aide De Camp* did not have a number but did have a M8 ammunition trailer. Both had shipping markings and American flags. An M4 named *Tonto* from 15th Tank Battalion, 37th Armored Division in July 1944 had a large 'Indian Chief' painted on its sides, while *Hurricane* from 66th Tank Battalion, 2th Armored Division was more simply marked but had been camouflaged with black stripes.

35-989 covers two M4 from 66th Tank Battalion. *Getem* is as seen in England before embarkation with most of its wading gear but not the lathe stacks, while *Gallant* has the full set. Both tanks have shipping markings and white stars with outlines on their turret tops. As a bonus, additional numbers are provided to depict other tanks.

35-990 has markings for three M4 of 756th Tank Battalion in Normandy. Each had a red number outlined in white on its hull sides. *All American* can be depicted as it was on Omaha Beach on D-Day with full wading gear. *A Tank of Yanks* had had some of its white stars over-painted by July as had *Apache* which mounted a dozer blade on D-Day.

British Armoured Unit Markings

Decal sets usually come in two forms - complete markings for specific vehicles or general sets with separate items such as unit markings, Arm of Service plates or tactical signs. These new releases from Star Decals are different in that they include the basic markings for vehicles from British Armoured Divisions and Armoured Brigades. They will appeal to anyone looking for markings without having to buy several general sets, although they do mean that the modeller needs to research their subject and also source other markings elsewhere. They are suitable for both armoured and supporting vehicles, making them useful for individual vehicles and dioramas.

So far six sets have been released covering various units in North-West Europe in 1944 and 1945:

35-967 covers 8th and 33rd Armoured Brigades. 8th Armoured Brigade's 'Foxes Mask' comes combined with the Arm of Service marking along with a few separate versions including one with a white background and some separate numbers for AoS markings. 33rd Armoured Brigade used a green and black 'diabolo' with separate Arm of Service markings which are provided in different styles with and without outlines.

35-968 gives markings for 4th and 27th Armoured Brigades. The 4th used a black 'Jerboa' on white background with three-digit Arm of Service numbers, these come in red as well as green over blue matching the style seen in some photos. The 27th used a 'Seahorse' emblem with Arm of Service numbers in the same sequence used by Armoured Divisions.

35-969 is the first set for 79th Armoured Divisions. It has markings for units operating Crab flail tanks and Buffalo amphibians with variations on the Division's 'Bull's Head' sign.

35-970 is for 11th Armoured Division with a variety of styles of 'Bull' signs and a selection of Arm of Service numbers for Division HQ, armoured and artillery units.

35-971 gives a wide range of markings for 7th Armoured Division. Unusually they used two styles of Divisional sign in NW Europe, a red 'Jerboa' on a plain white square for many units with 22nd Armoured Brigade using the older style with the 'Desert Rat' on a white disc inside a red square with the Arm of Service marking combined with a red 'Stag's Head' on a white background. Markings cover armoured, infantry, artillery and machine gun units.

35-972 covers the standard markings used by Guards Armoured Division, with the 'Ever Open Eye' in different styles and Arm of Service markings for armoured, infantry and artillery units.

All the items have been based on period photos so giving variations in styles and designs. Each decal is clearly printed in matt finish and comes on its own small section of backing sheet which will need slight trimming. Instructions are limited to basic descriptions of what the markings are leaving the modeller to select what they want based on their chosen subject.

Hopefully these sets will prove popular enough for other units to be covered in future.

UK price is £5.60 per set. Production is by Carl's Stickers, Armnat-Charoen, Thailand See their website **www.star-decals.net** or contact **sales@star-decals.net** for more details. Thanks go to Johan Lexell for sending samples for review.

Peter Brown

Dragon Models Ltd

Sd.Kfz. 10 Ausf.A w/5cm PaK 38 in 1:35 scale

The Demag D7 was the smallest of the pre-war German half-tracks, rated at one metric ton cargo capacity and able to carry eight personnel and their basic kit. But as it was quite flexible, over the course of the war it was adapted to carry out many different tasks. The basic vehicle came in two versions – the *Ausf A* which was the initial production variant, and the *Ausf B* which differed in that it an air compressor for using air brakes on heavier towed loads.

Over 14,000 total chassis were built by seven different factories. The original version was designed to tow light weapons like the 3.7cm anti-tank guns or the 7.5cm infantry howitzer, but the later *B* model was also used for 5cm and 7.5cm anti-tank guns and even the 10.5cm howitzers.

Dragon has now offered the *Ausf A* with their previous 5cm *PaK 38* anti-tank gun as a proper set (item 6732), and as a nice touch have added a couple of upgrades to the two older kits. The 1-ton now comes with a larger fret of etched-brass and a folded top, and the *PaK 38* includes eight four-round ammunition canisters.

The *Ausf A* uses many of the previous *SdKfz 10/5* sprues with the noted additions of *SdKfz 250* parts for the running gear. The kit retains the new hull pan with individual torsion bars for the suspension and a complete engine and transmission assembly. The modeller now does once more have a choice of the 'street' tyres (two-part types or the five slice ones from the later *SdKfz 250* kits) in this kit. The first eight steps of construction cover the chassis and engine components.

The hood and grille remain impressive as all vanes and louvres are moulded open and clear, with the ones on the hood being very petite and neatly done (be careful as I would bet a thick coat of paint would block them up and ruin the effect). Racks for eight Kar 98K rifles mount inside the rear body but only four rifles are still included.

The new body comes in multiple parts with what appear to be working sides/seat backs (F1/F2) as they snap in to mounts on the sides of the body. The seats are fixed and installed in Step 14.

As before Dragon have stuck with the tiny 'Magic Track' links of two parts each. While they are nicely done and accurate, they are smaller than many 1:72 scale kits and very tedious to assemble.

The *PaK 38* is a very nice kit in its own right and comes with a good amount of detail, plus the third wheel mount used for castoring the vehicle when being moved by its own crew. But while the 1-ton got new brass, this kit did not. Modellers who particularly prefer etched-brass gunshields will be disappointed even though the styrene ones are reasonably thin with tapered edges.

The instructions for assembly have been cleaned up, and now follow a logical order. While the trails are installed in Step 20, they are not fixed to the lower carriage until Step 23 when parts A45/48 are cemented in place. Also note in Step 26 that the gun balancer (part A44) and sight assembly (part A43) are actually the trunnions for the gun, and care must therefore be taken when cementing them in place.

There is one component which Dragon could have left loose, however: the gun aperture shield section of part A37 should be moveable with the gun, and here Dragon provides it as fixed in its uppermost movement position to the inner half of the gunshield itself. This will be tedious to remove, but a simple sheet styrene one can be made up and trapped in place with strip styrene if the modeller wants a more realistic shield.

Four finishing options are provided: 19th Panzer Division, Eastern Front 1942 (grey, WH-529365, white markings); Unidentified Unit, Eastern Front 1942 (grey, WH-520332); Unidentified Unit, Eastern Front 1944 (sand with green mottle for the vehicle, gun in sand only; no WH numbers provided). A tiny markings set and a number plate number jungle are provided from Cartograf.

Overall, if you have not picked up either kit before – or simply want a nice set for a diorama – this is a very nice idea and a good choice.

Cookie Sewell

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Master Box

Soviet Tank Crew 1943-1945 figures in 1:35 scale

Figures to populate our models are always welcome, and even more so when we have a variety of options with them. This set from Master Box is well done and fits the bill.

The kit (item MB3568) provides for five figures of late-war Soviet tank crews. There is a driver-mechanic at his controls, a loader sitting on a turret in an open hatch, a commander in his hatch, another tanker with his foot resting on an object, and a company/battalion commander seated and smoking a cigarette. All except the unit commander are wearing the black cloth coveralls; that figure has the khaki uniform with black leather coat.

Each figure comes in six basic parts (head, torso, legs and arms) and the ones with the tanker's helmets are also provided a three-piece helmet (crown and separate ear flaps). The tank commander may be posed two different ways with an extra left arm.

Box art is by A. Karashchuk and is nicely done, but that is also it for your painting directions. A colour chart is included but is keyed to only Vallejo and Lifecolor paints.

Overall this is a nice set and more options are always good.

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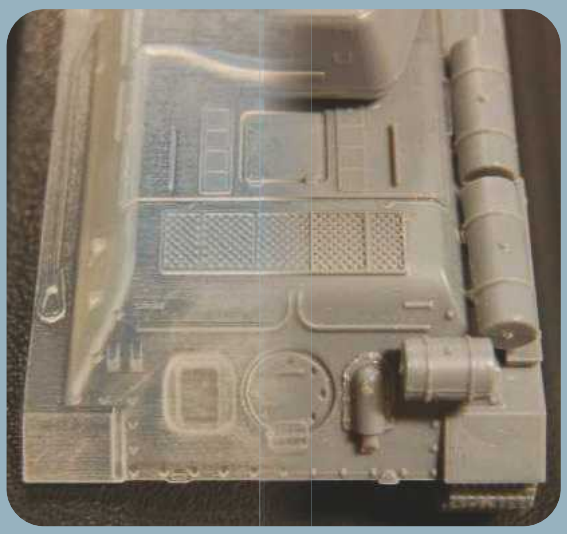

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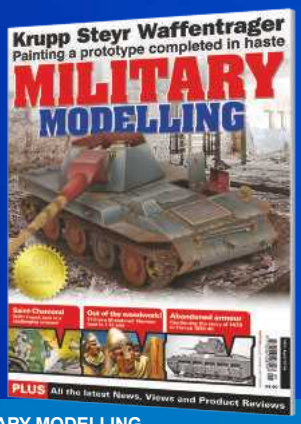

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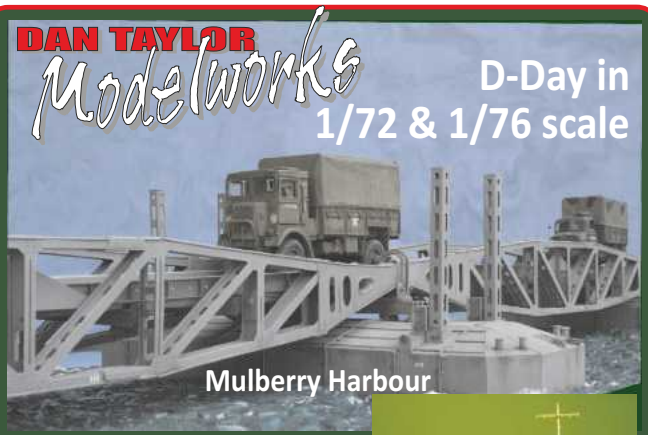

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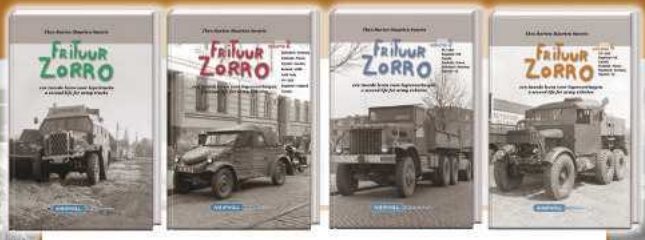

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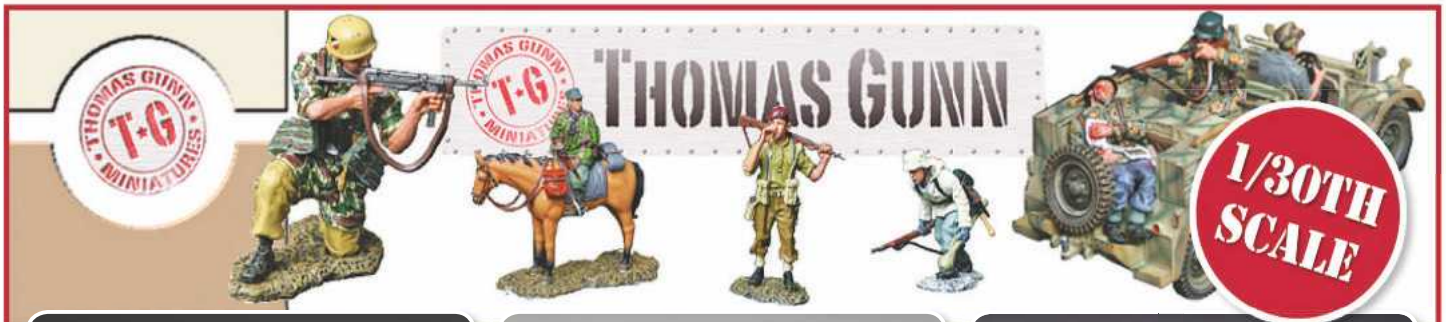

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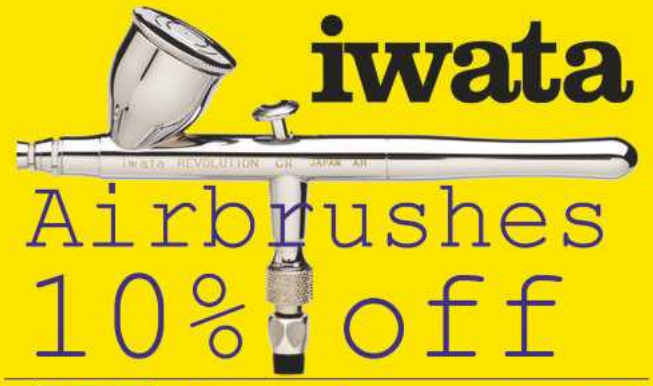

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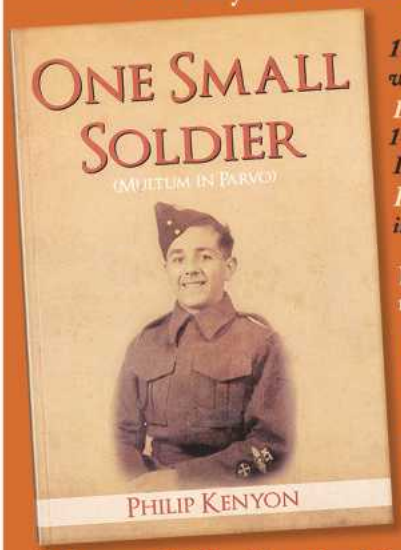

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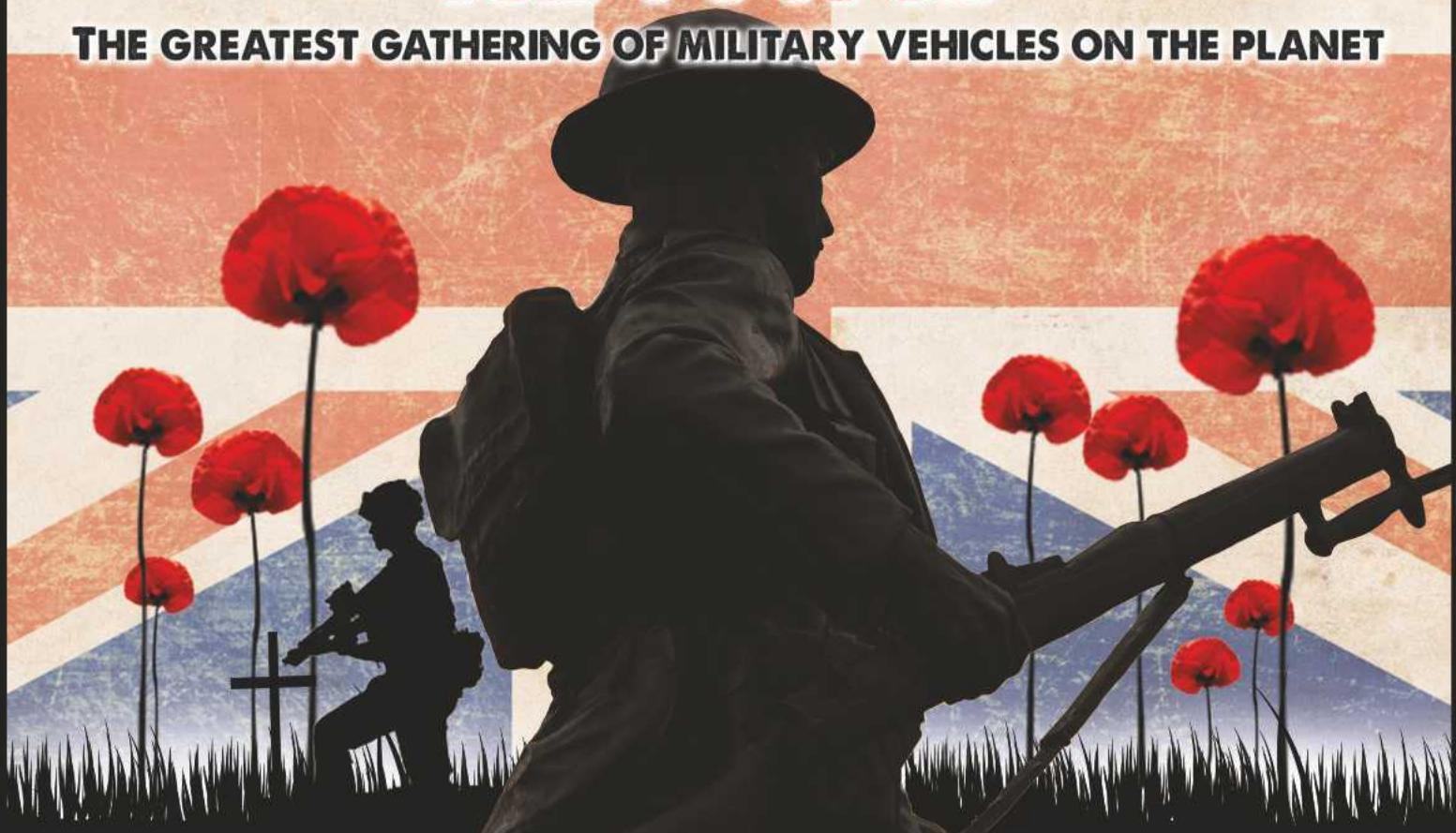

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